

10-1-D-5

~~10-1-6~~

10 - EQUIPMENT - Cars - Cabooses 57 and 58.

Utah Railway Company
Mr. F. M. Stansel
Purchasing Agent
Newhouse Building
Salt Lake City 10, Utah

August 6, 1958
File: EJS-8-19

AIR MAIL

SUBJECT: Two Caboose Cars

Dear Mr. Stansel:

We acknowledge with thanks your letter of July 30, 1958 relative to your interest in two, all-steel caboose cars.

We have presently available a good selection of 17 steel underframe, cupola caboose cars, as pictured and described in some detail on the attached photographs and Bulletin I-5607.

These cars are not equipped with steel superstructures. They are, as you will note, constructed of an extra heavy all-steel underframe and wooden superstructure. The cars are in exceptionally good physical and mechanical condition and can be placed in service immediately. The extra heavy underframe construction of these particular caboose cars makes them well suited for pusher service.

They come equipped with stoves, water tanks, and the outside marker lamps. These caboose cars are equipped with AB type air brake equipment and with full "U" section, 40-ton capacity truck sides and bolsters.

We offer two of these cars, subject to prior sale, in their present condition, suitable for movement to destination on their own wheels, at \$1,500.00 each, f.o.t. our plant, Chicago. This price is net to us. Any tax, if applicable, would of course, be additional. Immediate shipment can be made.

If you are further interested in these cars and wish to make inspection, kindly contact the undersigned and the necessary inspection arrangements will be made promptly.

Awaiting your reply, we are

Very truly yours,

EJS/fet

Vice-President

UTAH RAILWAY COMPANY

A. F. E. No. 1374

AUTHORITY FOR EXPENDITURE

Date MARCH, 1981

Location of project: State of Utah Martin Valuation Section Unallocated
 Station or M. P. _____
 Description of project: Retirement of Caboose No. 57

Reasons for recommending this expenditure: It is not economically feasible to rebuild this
 caboose due to the age and repairs needed.

SUMMARY OF ESTIMATE

Amount chargeable to:
 , Operating Expenses \$ 223.04 Dr.
 Accrued Depreciation \$ 2,774.76 Dr.
 Investment in Road and Equipment (\$ 2,997.80) Cr.
 Material and Supplies \$
 Other \$
 Estimated Gross Cost of Project \$

Total Cost to be borne by Utah Railway Company
 (Name of Company)
 Or participated in by _____
 (Name all participants and amount borne by each)
 Recommended D. E. Martin Recommended D. E. Peeling
 Superintendent Master Mechanic
 Expenditure and charge approved and authorized: Recorded and registered:
[Signature] [Signature]
 President and General Manager Auditor

DETAIL OF EXPENDITURES ACCOUNT OF A. F. E. NO. 1374

LOCATION EQUIPMENT - UNALLOCATED DESCRIPTION Caboose No. 57

MONTH OF March, 1981

	AMOUNT
ADDITIONS AND BETTERMENTS-ROAD	
ADDITIONS AND BETTERMENTS-EQUIPMENT	2,997.80 Cr.
OPERATING EXPENSES	223.04 Dr.
RAILWAY TAX ACCRUALS	
ACCRUED DEPRECIATION-ROAD	
ACCRUED DEPRECIATION-EQUIPMENT	2,774.76 Dr.
OTHER ASSETS	

DOCUMENT REFERENCE	QUANTITY	DESCRIPTION OF LABOR AND MATERIAL	
		<u>RETIREMENT</u>	
AJE 3-81-		To record the retirement of Caboose No. 57	
		Account 1731.02 - Investment in Equipment Property Class 53, item 11	(\$2,997.80) Cr.
		Account 1735.02 - Accrued DepN: Equipment Property	2,774.76 Dr.
		Account 2221.03 - Other Expenses - Equipment	223.04 Dr.
		<u>Record of Original Construction</u>	
		A.F.E. 161 (new in 1923)	

UTAH RAILWAY COMPANY

Salt Lake City 12, Utah
February 26, 1946

A.F.E. 981-Eq.

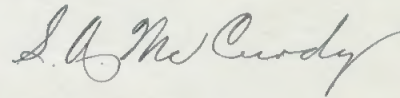
Mr. G. S. Anderson
President and General Manager
Utah Railway Company
Salt Lake City, Utah

Mr. R. J. Vaughan, Superintendent
Mr. C. E. Beveridge, Division Engineer
Utah Railway Company
Martin, Utah

Dear Sir:

We are attaching hereto, for your files, one
copy of A.F.E. 981-Eq. covering involuntary retirement
of Caboose No. 58, which was demolished at Martin, Utah
February 11, 1946.

Yours very truly,



Secretary

JES:GH
Attch.

UTAH RAILWAY COMPANY

CHARGE TO A.F.E. 1137M-ORDER NO. 33DATE Provo, Utah, Nov. 1, 1954(3) TO Mr. J. Jess, General Foreman,
Provo, Utah

DETAIL OF PERFORMANCE

Labor and material covering application of AB Brakes
to Caboose No. 57.

cc - LAK ✓ JLD REK LRT HC

General Foreman will report promptly the completion, alteration, or cancellation of work. Care should be exercised by supervisory forces to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employees should be inspected carefully to insure correct charge to this order, and before approving time slip.

L. R. Taylor

MASTER MECHANIC

UTAH RAILWAY COMPANY

A. F. E. No. 981 Eq.

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ 100 is requested for the purpose of retirement of caboose

on the property owned by Utah Railway Company

and

now operated by Utah Railway Company

Martin, Utah-Feb.15, 19 46

R. J. Vaughan
Superintendent.

Location of project: State Utah

Valuation Section Unallocated.

Station or M. P.

Description of project: Involuntary retirement of caboose number 58, which was damaged in collision at Martin, February 11, 1946.

Caboose was purchased in 1923 under A.F.E. 161 Eq.

Reasons for recommending this expenditure:

Caboose was so badly damaged in collision that cost of repairs was prohibitive.

SUMMARY OF ESTIMATE

Estimated gross cost of Project	\$ 100
Amount chargeable to:	
Reserve for accrued depreciation for property retired.....	\$ 2688.22
Profit and loss for property retired	
Operating Expenses for property retired	
Value of Salvage recovered	200.00
Cost of property retired	\$ 2888.22
Incidental costs chargeable to profit and loss	
Incidental costs chargeable to operating expenses	100.00
To other accounts	2988.22 Cr.
credit	
Net charge to property Investment Account	\$ 2888.22
Total Cost to be borne by	Utah Railway Company

(Name of Company)

Or participated in by

(Name all participants and amount borne by each)

Recommended

Recommended

Expenditure and charge approved and authorized:

Recorded and registered:

(Signed) G. S. ANDERSON

(President)

February 26, 1946

(Auditor)

UTAH RAILWAY COMPANY

A. F. E. No. 981 Eq.

DETAILED ESTIMATE

Sheet No. 1 of 1 Sheets

Reference

Reference

Office of Division Engineer

Date Martin, Utah-Feb.15, 1946.

Location and Description of Project:

Involuntary retirement of caboose number 58, which was damaged
in collision at Martin, February 11, 1946.

 DETAILED ESTIMATE OF LABOR AND MATERIAL

PROPERTY RETIRED AND NOT REPLACED.ACCOUNT 53 - FREIGHT TRAIN CARS.

Ledger value of caboose 58	2888.22	
TOTAL - FREIGHT TRAIN CARS		2888.22 Cr.

ACCOUNT 702 1/2 D- ACCRUED DEPRECIATION - EQUIPMENT.

Cost of caboose 58	2888.22	
Less estimated salvage	200.00 Cr.	
TOTAL - DEPRECIATION	2688.22	2688.22

ACCOUNT 716 - MATERIAL AND SUPPLIES.

Value of salvage recovered		200.00
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ACCOUNT 329 - DISMANTLING RETIRED EQUIPMENT.

Cost of dismantling wrecked caboose		100.00
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GROSS COST		100.00
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Estimated by

(Name)

(Title)

Division Engineer.

Approved

(Name)

(Title)

Superintendent.

UTAH RAILWAY COMPANY

FOR _____

Martin, Utah

February 12, 1946

NOTES ON CABOOSE NO. 58.

Caboose badly damaged about 10 p.m. February 11, 1946, on westward main track about M.P. 1.2 when struck by locomotive 106 backing up to engine house after pulling train of empties into North 1 track. Not much damage to tender of locomotive 106 - No fatalities - Conductor Mertsheimer shaken and badly bruised but no bones broken apparently.

HISTORY OF CABOOSE.

Cabooses 57 and 58 were purchased in 1922 under A.F.E. 161 Eq. A.F.E. shows total cost of \$2933 each.

Salt Lake City 12, Utah
February 26th, 1946.

Mr. S. A. McCurdy, Secretary
Utah Railway Company,
Building.

Dear Sir:

I have approved, and transmit to you herewith for recording and distribution, A.F.E. 981 Eq. to cover involuntary retirement of Caboose No.58, which was demolished at Martin, Utah February 11th, 1946 as a result of rear collision between light engine 106, which had been cut off train Extra 106 East, and train Extra 202 West.

Yours very truly,

(Signed) C. S. ANDERSON

President & General Manager.

A/s
Encls

Copy for Accident File A-4 (1946) covering full details of collision in which this caboose was involved.

UTAH RAILWAY COMPANY

Salt Lake City 12, Utah
February 25, 1946

A.F.E. 981-Eq.

Mr. G. S. Anderson
President and General Manager
Utah Railway Company
Salt Lake City, Utah

Dear Sir:

We are attaching hereto all papers of A.F.E.
No. 981-Eq. covering involuntary retirement of caboose
number 58, which was damaged in collision at Martin,
February 11, 1946.

If this A.F.E. meets with your approval,
kindly sign all copies and return for distribution.

Yours very truly,



Secretary

JES:GH
Attch.

UTAH RAILWAY COMPANY

CHARGE TO Store Stock.M-ORDER NO. 34DATE Provo, Ut. Jan. 5, 1942To Mr. C. A. Law, G. F.,
City.

DETAIL OF PERFORMANCE

Forge one (1) jack plate per sketch, equipment for caboose 57.

CC GSA JES JLD RJV BL TAR

General Foreman will report promptly the completion, alteration, or cancellation of work. Care should be exercised by supervisory forces to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employees should be inspected carefully to insure correct charge to this order, and before approving time slip.

W. B. JONES

MASTER MECHANIC

Form U. R. 222-B

UTAH RAILWAY COMPANY

CHARGE TO A/C 314.M-ORDER NO. 81DATE Provo, Ut. Aug. 19, 1941To Mr. C. A. Law, G. F.,
City.

DETAIL OF PERFORMANCE

Make necessary repairs to Caboose 57.

CC GSA JES JLD RJV BL TAR

General Foreman will report promptly the completion, alteration, or cancellation of work. Care should be exercised by supervisory forces to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employees should be inspected carefully to insure correct charge to this order, and before approving time slip.

J. B. SOMO

MASTER MECHANIC

March 20, 1924.

Carbone file

Mr. E. E. Adams, Assistant to the President,
Union Pacific System,
Omaha, Nebraska.

Dear Sir:

Referring to your letter of March 11th, file 5624-5, 5625-2 and 600-21, giving your cost figures for one 2-10-2 type locomotive, Order No. 5625-2, and two cabooses, Order No. 5624-5, and requesting that a comparison be made with our records.

I am enclosing copy of letter from our auditing department, which contains the desired information, and which indicates slight differences and gives explanations therefor.

Yours very truly,

(Signed) G. S. Anderson

Vice-Pres. & General Manager.

A-L

UTAH RAILWAY COMPANY

SALT LAKE CITY, UTAH

March 19, 1924.

File AA-1-4

(COPY)

Mr. G. S. Anderson, Vice-Pres. & Gen. Mgr.,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

In compliance with yours of the 15th inst., a comparison has been made of the costs F.O.B. plant covering our locomotive No. 108 and cabooses Nos. 57 and 58, with the following results:

1 - 2-10-2 type Locomotive (Road No. 108)

Builder's cost	\$52,260.00
Specialties	17,267.06
Inspection	353.72
Total	\$69,880.78
Total as given in Mr. E. E. Adams letter, Mar. 11, 1924	69,882.95
Difference	2.17

This difference is due to invoice of the Hunt-Spiller Mfg. Corp. order No. 84-1, having been changed from 104.93 to 101.43, a deduction of \$3.50. Partially offsetting this, discounts amounting to \$1.33 were not taken at time invoices were passed for payment, an addition of that amount or a net reduction in the total cost of specialties of \$2.17.

2 - Cabooses (Nos. 57 & 58)

Builders cost	\$ 3,660.00
Specialties	1,778.12
Inspection	57.41
Total	\$ 5,495.53
Total as given in Mr. E. E. Adams letter, Mar. 11, 1924	5,496.83
Difference	1.30

A detail of the inspection cost is as follows:

Paid to:	Bill Collectible	Dept. No.	Audit No.	Amount
Union Pacific R.R. Co.		78165	83406	48.73
"	"	78117	73278	6.70
"	"	78108	72011	1.98
		Total		57.41

Yours very truly,

(Signed) V. B. HJORTSBERG,

Auditor.

March 15, 1924

Mr. V. B. Hjortsberg, Auditor,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

An enclosing copy of letter dated March 11th, from
Mr. E. W. Sims, Assistant to the President, Union Pacific
System, giving their cost figures on equipment purchased by
them for account of Utah Railway Company, viz., our locomotive
No. 106 and cabooses Nos. 57 and 58, and requesting that com-
parison be made with our records.

Please compare the costs (f.o.b. plant) and advise.

Yours very truly,

(Signed) G. E. Anderson
Vice-Pres. & General Manager.

A-L

(COPY)

UNION PACIFIC SYSTEM

5624-5
5625-2
600-21

Omaha, Nebraska, March 11, 1924.

Mr. G. S. Anderson,
Vice-President & General Manager,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

Referring to the cost of one 2-10-2 type locomotive, and two cabooses, purchased for your Company under orders 5625-2 and 5624-5 respectively:

We are considering these orders closed, and are showing, below, figures indicating the cost of this equipment, as set forth in our records:

1 - 2-10-2 type Locomotive (Road No. 108) 5625-2

Builder's	\$ 52,260.00
Specialties	17,269.23
Inspection	353.72
Total	\$ 69,882.95

2 - Cabooses (Nos. 57 & 58) 5624-5

Builder's	\$ 3,660.00
Specialties	1,778.12
Inspection	58.71
Total	\$ 5,496.83

Figures shown for builder's and specialties costs on both of these orders are for the net amount of all bills paid after such discounts as were offered by some of the specialty manufacturers had been taken, whereas figures for inspection indicate the gross amount of R. W. Hunt & Company's invoices with the discount not taken.

Will you please advise if figures which you have accumulated agree with those shown above?

Yours very truly,

(Signed) E. E. Adams

August 6, 1923

Mr. H. E. Adams, Assistant to the President,
Union Pacific System,
Omaha, Nebraska.

Dear Sir:

I wish to acknowledge receipt of your letter of 4th instant, file 5624-5, and thank you for the two photographs enclosed, showing Utah Railway Company's caboose cars recently built by the Mt. Vernon Car Manufacturing Company.

Yours very truly,

(Signed) G. S. Anderson
Vice-Pres. & General Manager.

A-L

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
LOS ANGELES & SALT LAKE RAILROAD COMPANY

THE ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

E. E. ADAMS,
ASSISTANT TO THE PRESIDENT

G. W. BICHLMEIER,
GENERAL PURCHASING AGENT

U. K. HALL,
GENERAL SUPERVISOR OF STORES

JOHN L. MOHUN,
MECHANICAL ASSISTANT

OFFICE OF ASSISTANT TO THE PRESIDENT
PURCHASES—ENGINEERING—STANDARDS

REFER TO FILE

No.
5624-5

1416 DODGE STREET
OMAHA, NEBRASKA

August 4, 1923.

Mr. G. S. Anderson,
Vice-President & General Manager,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

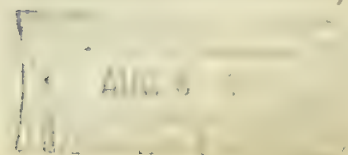
For your information and record purposes, we hand you, herewith, a large and small photograph of the Utah Railway Company's caboose cars recently built by the Mt. Vernon Car Mfg. Company, our order 5624-5.

Yours very truly,

E. E. Adams

Encl.

UTAH RAILWAY COMPANY,





UTAH RAILWAY COMPANY

57

WY 001614

BY THE
UTAH RAILWAY CO.
BY VERNON R.L.

May 31, 1923

Mr. R. J. Vaughan, Superintendent,
Utah Railway Company,
Hiawatha, Utah.

Dear Sir:

Referring to your letter of 18th instant, file 8-1,
the Mt. Vernon Car Manufacturing Company advise that the
following is a complete list of all inside equipment included
with each caboose car:

- 3 Large Cushions for caboose seats,
- 2 Cushions for cupola seats,
- 1 Cushion for cupola seat back,
- 1 5" Duplex Air Gauge
- 1 Conductor's Valve,
- 1 Set of letters and numerals for Train Marker,
- 1 Stove and necessary pipe,
- 1 Hopper,
- 1 Water Tank,
- 1 Water Cooler,
- 1 Refrigerator,
- 1 Wash Stand,
- Necessary hardware for all windows and doors,
- 2 End Door Night Latches,
- Boot Lock and Keys,
- Semaphore Box and Train Indicators.

Yours very truly,

(Signed) C. S. Anderson

Vice-Pres. & General Manager.

A-1

R.K. WEBER, VICE-PRESIDENT
H.H. CUST, ASST. TO PRES.

W.C. ARTHURS, PRESIDENT

D.P. SETTLEMIRE, Secy. & Treas.
CHARLES ELLIOTT, SUPERINTENDENT

MT. VERNON CAR MFG. CO.

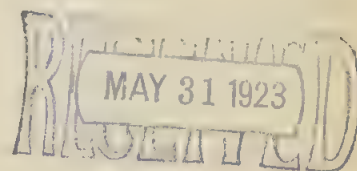
MANUFACTURERS OF

FREIGHT CARS OF EVERY DESCRIPTION, CAR WHEELS, CASTINGS AND FORGINGS.

MT. VERNON, ILL., May 28, 1923.

Mr. G. S. Anderson, V.P. & G.M.,
Utah Railway Co.,
Salt Lake City, Utah.

Dear Sir:



Subject: Caboose Cars Nos. 57 and 58.

Answering your favor of the 21st instant, relative to the inside equipment furnished in connection with the two cars above mentioned, please note that the inside equipment consists of the following items:

- ✓ 3 Large Cushions for caboose seats
- 2 Cushions for cupola seats.
- 1 Cushion for cupola seat back
- ✓ 1 5" Duplex Air Gauge
- 1 Conductor's valve
- 1 Set of letters and numerals for Train marker.
- 1 Stove and necessary pipe
- 1 Hopper
- ✓ 1 Water Tank
- 1 Water Cooler
- 1 Refrigerator
- ✓ 1 Wash Stand
- Necessary hardware for all windows and doors
- 2 End door night latches
- ✓ Boot lock and keys.
- Semaphore Box and train indicators.

Please note that no lamps were furnished. We trust this gives you the information you are seeking.

Yours truly,

Vice President.

RKW:EF

GIVE THE RAILROADS A CHANCE.

May 11, 1923

Mt. Vernon Car Manufacturing Company,
Mt. Vernon, Illinois.

Gentlemen:

Referring to your letter of 2nd instant, file 1879,
advising forwarding of Utah Railway caboose cars Nos. 57 and
58, from Mt. Vernon the same date. Those cabooses were
received by us at Provo, Utah, on May 12th.

Please advise what inside equipment was to be
included with these cars.

Yours very truly,

(Signed) G. S. Anderson

Vice-Pres. & General Manager.

A-L

UTAH RAILWAY COMPANY

Hiawatha, Utah,

File 9-1

May 18, 1923.

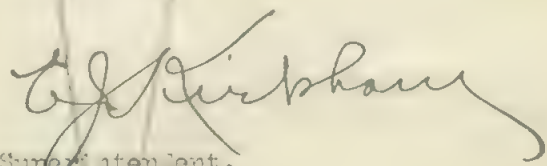
G. S. Anderson, V.P. & G.M.,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

I am attaching herewith copy of inspection report as rendered by Joint Car Foreman, Price, at Provo, covering the inspection of cabooses Nos. 57 and 58, on their arrival from the manufacturers.

As we have not been furnished with a list of appliances or accessories that should accompany these cabooses, we are unable to advise technically whether this inspection report discloses the entire equipment. It may be that you have in your files a list of appliances that were furnished with the cabooses and this will serve as a check against that list.

Yours truly,


Superintendent.

K-T

Enc.

Provo, Utah, May 16, 1923.

File 30

Mr. R. J. Vaughan, Supt.,
Utah Railway Company,
Hiawatha, Utah.

Dear Sir:-

Please note below copy of letter dated the
14th instant, by Joint Car Foreman Price, showing result of inspect-
ing cabooses 57 and 58, on arrival from Manufacturers:

"Herewith report of inspection of equipment in
two Utah Railway Cabooses just received:

Caboose 57:

- | | |
|-------------------------|------------------------------|
| ✓ 1 drinking water tank | ✓ 1 wash water tank |
| ✓ 1 fixed wash bowl | ✓ 5 locker cushions |
| ✓ 1 air gauge | 18 frosted indicator glasses |
| ✓ 1 stove | ✓ 1 lock on cellar |

Caboose 58:

- | | |
|----------------------------|-------------------|
| 1 drinkingwater tank | 1 wash water tank |
| 1 fixed wash bowl | 5 locker cushions |
| 1 Extra short cushion | 1 air gauge |
| 18 Ground Glass indicators | 1 stove |
| (lock missing from cellar) | " |

As we were not furnished with a list of equip-
ment and supplies leaving the Manufacturers we are not in a position
to state if there is a shortage, however you may wish to handle this
to conclusion with our management.

Yours truly,

(Signed) J. B. Somo,

Laster Mechanic

TS-j
CC-R.C.

May 24, 1923

Mr. E. E. Adams, Assistant to the President,
Union Pacific System,
Omaha, Nebraska.

Dear Sir:

I have your letter of 22nd instant, file 5624-5, stating that Mr. C. E. Fuller had sent us blue prints, specifications, etc., covering our caboose cars recently built by the Mt. Vernon Car Manufacturing Company. These prints and data reached us yesterday, and I wish to thank you for them.

Yours very truly,

(Signed) G. E. Anderson
Vice-Pres. & General Manager.

A-L

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
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JOHN L. MOHUN,
MECHANICAL ASSISTANT

OFFICE OF ASSISTANT TO THE PRESIDENT
PURCHASES—ENGINEERING—STANDARDS

REFER TO FILE
NO. 5624-5

1415 DODGE STREET
OMAHA, NEBRASKA

May 22, 1923.

Mr. G. S. Anderson,
Vice-Pres. & Gen. Manager,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

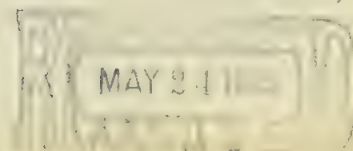
Receipt is acknowledged of your letter of May 11th
relating up to date prints, specifications, etc., covering
your proposed cars being built by the W. Verner Car Mfg. Company.

For your information, wish to advise that Mr. C. E.
Miller, Superintendent of Motive Power, sent you yesterday a com-
plete set of revised drawings, specifications, etc., pertaining
to these cars.

Yours very truly,

E. E. Adams

UTAH RAILWAY COMPANY,



May 24, 1923

Mr. C. E. Fuller, Supt. M. P. & M.,
Union Pacific System,
Omaha, Nebraska.

Dear Sir:

I wish to acknowledge receipt of your letter of 21st instant, regarding revised drawings, specifications, etc., covering caboose cars recently built for the Utah Railway Company by the Mt. Vernon Car Manufacturing Company, on order placed through your company. All the data mentioned has been received, for which I thank you.

Yours very truly,

Signed G. S. Lindorff

Vice-Pres. & General Manager.

A-L

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY

C. E. FULLER,

SUPERINTENDENT MOTIVE POWER AND MACHINERY

IN REPLY PLEASE REFER TO

No.

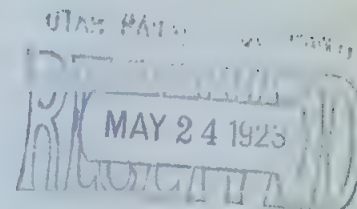
OMAHA, NEB. May 21, 1923

SUBJECT: Specifications, drawings, etc., for caboose cars

Mr. G. S. Anderson, Vice-Pres. & G.M.,

Utah Railway Company,
P.O.Box 1781,

Salt Lake City, Utah.



Dear Sir:-

We have been requested by Mr. E. E. Adams to furnish you with revised drawings, specifications, etc., covering caboose cars now building by the Mount Vernon Car Mfg. Co., Mount Vernon, Ill., Order No. 5624-5. -

We are sending you, under separate cover, one blueprint each of the following drawings that have been revised subsequent to 11-26-18 -

C- 1	C- 533	C-2279	C-2594	C-3104
C- 2	C- 603	C-2281	C-2596	C-3112
C- 5	C- 720	C-2282	C-2626	
C- 6	C- 774	C-2283	C-2662	
C- 42	C- 823	C-2284	C-2767	
C- 47	C- 837	C-2285	C-2768	
C- 69	C- 849	C-2286	C-2805	
C- 90	C- 856	C-2290	C-2851	
C- 91	C- 878	C-2300	C-2884	
C- 92	C- 879	C-2304	C-2924	
C-145	C- 921	C-2308	C-2930	
C-281	C-1439	C-2311	C-2951	
C-388	C-1507	C-2312	C-2953	
C-389	C-1624	C-2313	C-2955	
C-392	C-1801	C-2316	C-2979	
C-395	C-1805	C-2377	C-2980	
C-396	C-1914	C-2567	C-3013	
C-397	C-1942	C-2574	C-3017	
C-398	C-2276	C-2589	C-3029	
C-417	C-2277	C-2592	C-3085	

- 2 -

We are also sending one copy each of the following

- 1 copy Specification CS-59 - revised April 23, 1923
- 1 copy Numerical Index - revised April 23, 1923
- 1 copy of Schedules, revised March 30th, 1922.

Yours truly,

CE Funder

MAY 21 1923

May 11, 1923

Mr. E. E. Adams, Asst. to the President,
Union Pacific System,
Omaha, Nebraska.

Dear Sir:

Referring to your Order 5024-5, of September 26th, 1922, on the Mt. Vernon Car Manufacturing Company, for cabooses, including the two for this company. I note that the order states some minor changes have been made in the specifications, and that new drawings were being made to cover.

We have a set of blue prints of your common standard coochose, and would greatly appreciate your furnishing the revised drawings referred to, so that our record will be correct.

Yours very truly,

~~W. B. Anderson~~

Vice-Pres. & General Manager.

A-1

Recd 5/23/23

R. K. WEBER, Vice-President
H. H. CUST, ASST. TO PRES.

W. C. ARTHURS, President

D. P. SETTLEMIRE, Secy & Treas
CHARLES ELLIOTT, Superintendent

Mt. VERNON CAR MFG. CO.

MANUFACTURERS OF

FREIGHT CARS OF EVERY DESCRIPTION,
CAR WHEELS, CASTINGS AND FORGINGS.

MT. VERNON, ILL., May 2, 1923

Subject: Shipment new caboose cars
Ref. File 1873

Mr. J. L. Garney, Gen'l. Agent
Union Pacific Railroad Co.,
Railway Exchange Bldg.,
St. Louis, Mo.

Dear Sir:-

We are pleased to advise that we delivered
to the L & N today two new caboose cars lettered Utah
Railway Company, numbers as follows:

Utah Railway Company 57
58

These cars are routed per your instructions
via L & N & Wabash Ry., & Union Pacific Ry.

Yours truly,

Vice-Pres.

JLS:S

cc-M. A. Adams, Asst V-Pres.,
Omaha, Nebr.
C. S. Anderson, V-Pres.,
Salt Lake City, Utah.

Caboose 57 & 58
recd at 12000
May 12, 1923
US 1

CLASS OF SERVICE DESIRED	
Telegram	<input type="checkbox"/>
Day Letter	<input type="checkbox"/>
Night Message	<input type="checkbox"/>
Night Letter	<input type="checkbox"/>

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms
on back hereof, which are hereby agreed to

Mt. Vernon, Ill., April 30th 1923.

G.S. Anderson,
V.P. & G.Mgr. Utah Railway,
Salt Lake City, Utah,

Will ship today or tomorrow two cabooses Utah Railway.

R.Y. Weber, Vice Pres.

RECEIVED
MAY 3 - 1923

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L
If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.	

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L
If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.	

RECEIVED AT 278 MAIN ST., CLIFT BUILDING, SALT LAKE CITY, UTAH.

VA317 11 2 EXTRA

MTVERNON ILL 30 250P

787

G S ANDERSON

VICE PRES AND CHAL MON UTAH RAILWAY SALT LAKE CITY UTAH

WILL SHIP TODAY OR TOMORROW TWO CABOONES UTAH RAILWAY

W E WEBER VICE PRES

Promptness
is never
a fault

A TELEGRAM
is always in
good taste

CLASS OF SERVICE DESIRED	
Telegram	<input type="checkbox"/>
Day Letter	<input checked="" type="checkbox"/>
Night Message	<input type="checkbox"/>
Night Letter	<input type="checkbox"/>
Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM	

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filled

Send the following message, subject to the terms
on back hereof, which are hereby agreed to

Salt Lake City, Utah, April 30, 1923.

R. K. Weber, Vice-President,
Mt. Vernon Car Manufacturing Company,
Mt. Vernon, Illinois.

Your letter April ninth STOP Please wire date forwarded or
acknowledged and of forwarding the enclosed for Utah Railway.

G. W. E. ATKINS.

CHARGE UTAH RAILWAY COMPANY

R. K. WEBER, Vice-President
H. H. CUST, ASST. TO PRES.

W. C. ARTHURS, President

D. P. SETTLEMIRE, Secy & Treas.
CHARLES ELLIOTT, SUPERINTENDENT

Mt. VERNON CAR MFG. CO.

MANUFACTURERS OF

FREIGHT CARS OF EVERY DESCRIPTION,
CAR WHEELS, CASTINGS AND FORGINGS.

MT. VERNON, ILL., April 9, 1923.

Subject: Caboose Cars, Union Pacific
Order 5624-5

Mr. G. S. Anderson, V.P. & G.M.,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

Answering your favor of the 5th instant, the total of 52 caboose cars we are to build for the Union Pacific, 27 are to be stencilled "Utah Railway Company" are now going through the shop, and we are getting fairly well started.

We have about 15 out of the 52 cars under way, and are starting every day on one to three cars.

We have been instructed by the Union Pacific People that the first 5 cars that we ship are to be stencilled "L.A. & S.L.", and we will necessarily have to so arrange.

Then the next two that go forward can be lettered for your company.

We are going to endeavor to get the first 5 cars out for the L.A. & S.L. Road by the 15th to the 20th of this month, and then the 2 additional cars for you should follow a week or ten days later.

Yours truly,


Vice President.

RKW:EF

April 5, 1923

Mount Vernon Car Manufacturing Company,
Mount Vernon, Illinois.

Gentlemen:

Your company is now building two caboose cars for the Utah Railway, an order placed through the Union Pacific System, their No. 564-5. According to information received from the Union Pacific some time ago, it was estimated that these cabooses would be shipped during the first part of May. As we expect to put these cabooses into service as soon as received, and there is an urgent necessity for same, please advise definitely the date you expect to make shipment.

Yours very truly,

(Sd) G. E. Anderson

Vice-Pres. & General Manager.

A-1.

TELEGRAM

SYMBOL	X	CLASS OF SERVICE REQUIRED	
Px		Preferred	Immediate delivery
Dx		Day	Delivery during day
Nx		Night	Delivery by next morning

Indicate by X in proper line the class of service required.

Do not specify preferred service if other service will answer the purpose.

Time Filed. _____ M

79 UKs

ONTARIO, 955 A MAR. 2, 1923

G. S. WILDERSON,

SALT LAKE.

YOUR WIRE FIRST. ON BASIS PRESENT INFORMATION FROM BUILDERS, CABOOSSES WILL BE SHIPPED FIRST PART OF MAY, NEW LOCOMOTIVE ABOUT APRIL FIRST. C-574.

E. E. CALVIN.

933 AM.

TIME FILED

TELEGRAM

Utah Railway Company

Salt Lake City, Utah, March 1, 1923.

E. E. Calvin,
Omaha.

Please advise approximate date that two new cabooses for Utah
Railway will be shipped. Also have you any further information
as to when our locomotive 108 will be shipped.

G.S. ANDERSON

11:50 AM

February 24, 1923

Mr. E. E. Adams, Assistant to President,
Union Pacific System,
Omaha, Nebraska.

Dear Sir:

Referring to your telegram of even date, file 7-765,
regarding lettering of two caboose cars now being constructed
by the Mt. Vernon Car Manufacturing Company, Mt. Vernon, Ill.

In the absence of specifications, please instruct
the Mt. Vernon Company to use the same style, type and sizes
of lettering and numbering as provided in your common standard
specifications; the arrangement of the lettering to be approx-
imately the same as shown on the enclosed photograph of our
caboose No. 56. The numbers of these two new cabooses are to
be 57 and 58.

Yours very truly,

Vice-Pres. & General Manager.

A-1

TELEGRAM

SYMBOL	X	CLASS OF SERVICE REQUIRED	
Px		Preferred	Immediate delivery
Dx		Day	Delivery during day
Nx		Night	Delivery by next morning

Indicate by X in proper line the class of service required.

Do not specify preferred service if other service will answer the purpose.

Time Filed.-----M

65 UKB

PX, OMAHA, 1014 AM FEB. 24, 1923

G. S. ANDERSON,

SALT LAKE.

YOUR MESSAGE JAN 25TH REGARDING LETTERING TWO CABOOSE CARS CONSTRUCTING BY MT VERNON. THEY ADVISE UNABLE TO LOCATE DRAWINGS OR PHOTOGRAPHS IN THEIR FILES OF CARS MENTIONED AND REQUEST SOMETHING DEFINITE TO SHOW HOW LETTERING SHOULD BE APPLIED. PLEASE ADVISE QUICKLY. W-765.

I E. E. ADAMS

921 AM.



TIME FILED

TELEGRAM

Utah Railway Company

Salt Lake City, Utah, Jan. 25, 1923.

E. E. Adams,
Omaha.

W-693. Please notify Mt. Vernon Car Manufacturing Company that lettering on two caboose cars now under construction to be numbered 57 and 58 may be the same as lettering on caboose car No. 56 constructed by them for Utah Railway Company on United States Stores Company order H-5556 dated January 22, 1920.

G. S. ANDERSON.

Form 2191

C. S. U

TELEGRAM

Time Filed. ---M

SYMBOL	X	CLASS OF SERVICE REQUIRED	
Px		Preferred	Immediate delivery
Dx		Day	Delivery during day
Nx		Night	Delivery by next morning

Indicate by X in proper line the class of service required.

Do not specify preferred service if other service will answer the purpose.

34000 Y

OMAHA 5P JAN 25 1923

G S ANDERSON

SLAKE

CAN YOU FURNISH PROMPTLY PRINT SHOWING LETTERING DESIRED ON TWO CABOOSES CARS MTVERNON ARE BUILDING FOR YOU BUILDERS UNABLE TO LOCATE INFORMATION FURNISHED THEM IN CONNECTION WITH LAST CAPOOSE CARS THEY CONSTRUCTED W-693

E E ADAMS

430P

UTAH RAILWAY COMPANY

Provo, Utah,
Oct. 31, 1922.

Mr. G. S. Anderson, VP&GM.,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:-

Per Mr. Vaughan's
instructions, am attaching two copies of
A.F.E. 161, covering the purchase of two
new caboose cars, Numbers 57 and 58, which
have been approved.

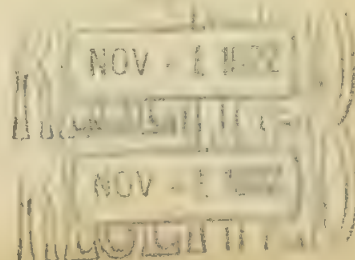
Am forwarding the
third copy to Superintendent Vaughan for
his file.

Yours truly,

J. L. Jones
Master Mechanic.

S-j.

CC-R. J. Vaughan,
Hiawatha, Utah.



UTAH RAILWAY COMPANY

A. F. E. NO. 161 Eq.

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of **\$5,866.00** is requested for the purpose of **purchase of equipment**

on the property owned by **Utah Railway Company**

and

now operated by **Utah Railway Company.**

October 1, 1922

Location of project: State **Utah** Valuation Section

Station or M. P.

Description of project:

Purchase of two new caboose cars Nos. 57 and 58.

Reasons for recommending this expenditure:

To replace caboose #52 destroyed in accident, and meet demand of expected increased traffic.

SUMMARY OF ESTIMATE

Estimated gross cost of Project. \$5,866.00

Amount chargeable to:

Reserve for accrued depreciation for property retired \$

Profit and loss for property retired

Operating Expenses for property retired

Value of Salvage recovered

Cost of property retired \$

Incidental costs chargeable to profit and loss

Incidental costs chargeable to operating expenses

To other accounts

Net charge to property Investment Account \$5,866.00

Total Cost to be borne by **Utah Railway Company** (Name of Company)

Or Participated in by (Name all participants and amount borne by each)

Recommended **Master Mechanic** Recommended **Superintendent**

Expenditure and charge approved and authorized: Recorded and registered:

(Vice President)

Asst. (Auditor)

UTAH RAILWAY COMPANY

A. F. E. NO. 161 Ag.

DETAILED ESTIMATE

Sheet No. 1 of 1 Sheets

Reference

Reference

Office of Chief Engineer

Date October 1, 1922.

Location and description of project:

Purchase of two new caboose cars Nos. 57 and 58.

DETAILED ESTIMATE OF LABOR AND MATERIAL

Additions:Acct. #53 - Freight - Train Cars

Builders cost	\$1,830.00
Specialties	894.47
Freight to Prove	144.86
Inspection and contingencies	<u>63.67</u>
	\$2,933.00

Two cars @ \$2,933.00

\$5,866.00

Estimated by.....
(Name)Engineer
(Title)Approved.....
(Name)Chief Engineer
(Title)

SA m

October 23, 1922.

Mr. R. J. Vaughan, Supt.,
Utah Railway Company,
Hiawatha, Utah.

Dear Sir:

Herewith A. F. E. #161 Eq., in triplicate, covering
purchase of two new cabooses #57 and #58.

Please approve two copies and return, retaining
one for your file.

Yours very truly,

Assistant Auditor.

SAH/P

UTAH RAILWAY COMPANY

A. F. E. NO. 151

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$3,886.00 is requested for the purpose of purchase of a locomotive

on the property owned by Utah Railway Company

and

now operated by Utah Railway Company.

October 1, 19 22

Location of project: State Utah Valuation Section

Station or M. P.

Description of project:

purchase of two new locomotives Nos. 57 and 58.

Reasons for recommending this expenditure:

To replace locomotives destroyed in accident, and meet demand of expected increased traffic.

SUMMARY OF ESTIMATE

Estimated gross cost of Project \$3,886.00

Amount chargeable to:

Reserve for accrued depreciation for property retired \$

Profit and loss for property retired

Operating Expenses for property retired

Value of Salvage recovered

Cost of property retired \$

Incidental costs chargeable to profit and loss

Incidental costs chargeable to operating expenses

To other accounts

Net charge to property Investment Account \$3,886.00

Total Cost to be borne by Utah Railway Company (Name of Company)

Or Participated in by (Name all participants and amount borne by each)

Recommended Recommended

Expenditure and charge approved and authorized: Recorded and registered:

(Vice President)

(Auditor)

UTAH RAILWAY COMPANY

A. F. E. NO. 101

DETAILED ESTIMATE

Sheet No. 1 of 1 Sheets
Reference
Reference

Office of Chief Engineer

Date October 1, 1923.

Location and description of project:

Purchase of two new caboose cars Nos. 57 and 58.

DETAILED ESTIMATE OF LABOR AND MATERIAL

Additions:Cost, 55 - Freight - Train Cars

Builder's cost
 Specifications
 Freight to Prove
 Inspection and contingencies

\$1,680.00

894.47

144.86

28.27

\$2,948.00

Two cars \$2,948.00

\$5,846.00

Estimated by _____
(Name)_____
(Title)Approved _____
(Name)_____
(Title)

UNION PACIFIC SYSTEM

1416 Dodge Street,
Omaha, Nebraska,
September 30, 1922.

410-043

Mr. G. S. Anderson, V. Pres. & Gen. Mgr.,
Utah Railway Company,
Salt Lake City.

Dear Sir:

Purchase of two cabooses for Utah Railway
accomplished and will involve estimated expenditures
as follows:

Builders Cost	\$1,830.00
Specialties	894.47
Freight to Provo	144.86
Inspection and Contingen-	
cies	<u>63.67</u>
Total,	\$2,933.00 each.

Yours truly,

E. E. CALVIN

October 20, 1922

Mr. E. E. Calvin, Vice-President,
Union Pacific System,
Omaha, Nebraska.

Dear Sir:

Replying to yours of October 3rd, re purchase of two cabooses for the Utah Railway Company. Your letter was inadvertantly mislaid and has just been uncovered.

The two new cabooses for the Utah Railway should be numbered 57 and 58, the lettering to be the same as Utah Railway cabooses Nos. 54 and 55, which were ordered from the Mt. Vernon Car Manufacturing Company on Union Pacific Equipment Association order 5570, June 28, 1917. The wheel numbers may be A-19 to A-34, inclusive, or, if necessary, you may add additional numbers to cover foundry loss.

Yours very truly,

Vice-Pres. & General Manager.

A-L

UTAH RAILWAY COMPANY

SALT LAKE CITY, UTAH

October 2, 1922.

Mr. G. S. Anderson, Vice President, & General Manager
Utah Railway Company
Newhouse Building
Salt Lake City, Utah

Dear Sir:

I have yours of the 26th, requesting authority to purchase two cabooses.

I can see why you will need one to replace caboose 52, but I do not see why you need one for new engine 108, if by the time this engine is received, you do not require it for immediate operations. I do not like to add to capital expenditures with the future of the coal business so uncertain. If you can get along with one caboose to replace No. 52, I certainly would do so. As to a second caboose, you will have to use your judgement, after consideration of the contents of this letter.

Yours very truly,

GWH:ES



UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
LOS ANGELES & SALT LAKE RAILROAD COMPANY

THE ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

OPERATING DEPARTMENT

E. E. CALVIN,
VICE-PRESIDENT

1416 DODGE STREET
OMAHA, NEBRASKA

October 3rd, 1922.

Mr. G. S. Anderson,
Vice President & General Manager,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

Referring to previous correspondence relative
to purchase of two cabooses for the Utah Railway.

Will you kindly furnish me, as soon as possible,
with information as to the lettering and wheel numbers
which should be applied to these cars.

Yours truly,

*A19-A24
no 54155
6/28/19*

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
LOS ANGELES & SALT LAKE RAILROAD COMPANY

THE ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

E. E. ADAMS,
ASSISTANT TO THE PRESIDENT

G. W. BICHLMEIR,
GENERAL PURCHASING AGENT

V. K. HALL,
GENERAL SUPERVISOR OF STORES

JOHN L. MOHUN,
MECHANICAL ASSISTANT

OFFICE OF ASSISTANT TO THE PRESIDENT
PURCHASES—ENGINEERING—STANDARDS

REFER TO FILE
No.

5625-101-1.

1416 DODGE STREET
OMAHA, NEBRASKA

September 30th, 1922.

The Adams & Westlake Company,

319 W. Ontario Street - Chicago, Ill.

Gentlemen:-

This will be your authority to add one (1) additional
Train Number Indicator to our order No. 5625-101-1 at a price
of \$16.20, making a total of two (2) Indicators at a net price
of \$32.40.

Yours very truly,

cc- G.S.A.
H.D.(2)
Baldwin

(Signed) G. W. Bichlmeir

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
LOS ANGELES & SALT LAKE RAILROAD COMPANY

THE ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

OPERATING DEPARTMENT

E. E. CALVIN,
VICE-PRESIDENT

1416 DODGE STREET
OMAHA, NEBRASKA

October 4, 1922.

Mr. G. S. Anderson,
Vice President & General Manager,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

Referring to your telegram September 23rd, requesting us to purchase two cabooses for the Utah Railway, to be numbered 57 and 58.

For your information, I enclose copy of our Order No. 5624-5 on which we are buying these cabooses from the Mount Vernon Car Manufacturing Company.

Yours truly,



Enc.

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
LOS ANGELES & SALT LAKE RAILROAD COMPANY

THE ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

E. E. ADAMS,
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GENERAL SUPERVISOR OF STORES

JOHN L. MOHUN,
MECHANICAL ASSISTANT

OFFICE OF ASSISTANT TO THE PRESIDENT
PURCHASES—ENGINEERING—STANDARDS

REFER TO FILE
Order 5624

1416 DODGE STREET
OMAHA, NEBRASKA
September 26th 1922.

Mount Vernon Car Manufacturing Co.,
Mount Vernon, Illinois.

Gentlemen:

Referring to our wire of September 9th, your letter quotation of September 18th, and phone conversation between Messrs Weber and Richlmeir on the 22nd, and confirming our wire acceptance of the order, we would be pleased to have you consider this our formal order to cover the following:

EQUIPMENT: Fifty two 8 wheel caboose cars, light weight about 36,500 pounds Class Ca-1, per specifications 593 dated January 6th, 1922, for 8 wheel caboose car with Bettendorf underframe and friction draft gear.

BLUEPRINTS & SPECIFICATIONS: Specification 593 dated January 6th, 1922, alphabetical & numerical index of drawings dated 1/6/22 prints of each drawing listed in the index, common standard schedules for light and medium weight, common standard paint specifications, revised 11/20/21, material specifications, revised December 1st, 1921 all of which were handed to you with our original inquiry of January 6th, 1922, and are now in your possession.

Some minor changes have been made in the above specifications, which we understand will not affect the cost of these cars, and which will be covered in another letter very shortly in which we will plainly set up the few changes that have been made and with which we will send you copies of revised drawings, indicating at the same time what drawings they are to replace.

PRICE: \$1,800. each, fob your works, Mount Vernon, Illinois. This price takes into consideration all labor and material to be furnished by you, except that the railroad companies will furnish, free of all charges to your plant, the following specifications:

1000 lbs. of steel
 1000 lbs. of iron
 1000 lbs. of copper
 1000 lbs. of brass
 1000 lbs. of aluminum
 1000 lbs. of zinc
 1000 lbs. of lead
 1000 lbs. of tin
 1000 lbs. of nickel
 1000 lbs. of cobalt
 1000 lbs. of manganese
 1000 lbs. of silicon
 1000 lbs. of phosphorus
 1000 lbs. of sulfur
 1000 lbs. of carbon
 1000 lbs. of oxygen
 1000 lbs. of hydrogen
 1000 lbs. of nitrogen
 1000 lbs. of fluorine
 1000 lbs. of chlorine
 1000 lbs. of bromine
 1000 lbs. of iodine
 1000 lbs. of radium
 1000 lbs. of polonium
 1000 lbs. of astatine
 1000 lbs. of francium
 1000 lbs. of actinium
 1000 lbs. of thorium
 1000 lbs. of uranium
 1000 lbs. of plutonium
 1000 lbs. of americium
 1000 lbs. of curium
 1000 lbs. of berkelium
 1000 lbs. of californium
 1000 lbs. of einsteinium
 1000 lbs. of fermium
 1000 lbs. of mendelevium
 1000 lbs. of nobelium
 1000 lbs. of lawrencium
 1000 lbs. of rutherfordium
 1000 lbs. of dubnium
 1000 lbs. of seaborgium
 1000 lbs. of bohrium
 1000 lbs. of hassium
 1000 lbs. of meitnerium
 1000 lbs. of darmstadtium
 1000 lbs. of roentgenium
 1000 lbs. of copernicium
 1000 lbs. of nihonium
 1000 lbs. of flerovium
 1000 lbs. of tennessine
 1000 lbs. of oganesson

COMPLETION

30 to the Union Pacific Railroad Company
 10 to the Oregon Short Line Railroad Company
 5 to the Oregon-Washington RR & Navigation Company
 3 to the Los Angeles & Salt Lake Railroad Company
 2 to the Utah Railway Company

DELIVERY

We understand that you will immediately start assembling materials, and will be ready to commence the actual turning out of cars in approximately ninety days after receipt of this order, and that the construction will proceed promptly enabling you to deliver approximately six to ten cars per week.

A special effort will be made to have all specialties including under frames, delivered to your plant not later than January 1st.

INSPECTION:

It is understood that we reserve the right to have this material inspected by our representatives, Robert W. Hunt & Company, under the direction of this office, and

All matters appertaining to inspection, request for changes or deviations from drawings shall be taken up direct with this office.

We will arrange to place orders at once with the manufacturers of the articles which the railroad company is to furnish, for the above mentioned cars, as referred to in the "PRICE" paragraph, it being understood that all other material not listed as specialties to be furnished by the railroad company is to be furnished by you.

and acceptance of this order, by affixing your signature in the space provided below?

Yours very truly

(Signed) E. E. Adams

Assistant to the President

ACCEPTED:
Mount Vernon Car Manufacturing Company

By Signed: W. C. Arthurs

Prest.

On this 30th day of September 1922

October 4, 1922.

Mr. G. W. Bichlmeir, General Purchasing Agent,
Union Pacific System,
Omaha, Nebraska.

Dear Sir:

I wish to acknowledge receipt of your letter of September 27th, file 5624, and thank you for copies of your orders on the manufacturers covering specialty items for the 52 cabooses being built by the Mt. Vernon Car Manufacturing Company, two of which you are purchasing for our account.

Yours very truly,

(Signed) G. S. Anderson

Vice-Pres. & General Manager.

A-1

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
LOS ANGELES & SALT LAKE RAILROAD COMPANY

THE ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

E. E. ADAMS,
ASSISTANT TO THE PRESIDENT

G. W. BICHLMEIR,
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GENERAL SUPERVISOR OF STORES

JOHN L. MOHUN,
MECHANICAL ASSISTANT

OFFICE OF ASSISTANT TO THE PRESIDENT
PURCHASES—ENGINEERING—STANDARDS

REFER TO FILE
No.

5624

1416 DODGE STREET
OMAHA, NEBRASKA

September 27th, 1922.

Mr. G. S. Anderson,
VP & GM, Utah Railway Co.,
Provo, Utah.

Dear Sir:

We are enclosing herewith, for your information and file, one copy each of our orders dated September 27th, 1922, on the manufacturers covering the specialty items for the fifty-two cabooses being built by the Mount Vernon Car Manufacturing Company, Mount Vernon, Illinois, in which are included the two cabooses for the Utah Railway Co.

Yours very truly,



UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
LOS ANGELES & SALT LAKE RAILROAD COMPANY

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JOHN L. MOHUN,
MECHANICAL ASSISTANT

OFFICE OF ASSISTANT TO THE PRESIDENT
PURCHASES—ENGINEERING—STANDARDS

REFER TO FILE
No.

5624-33-2

1416 DODGE STREET
OMAHA, NEBRASKA

Sept 27th, 1922.

Railway Steel Spring Company,
Peoples Gas Building,
Chicago, Illinois.

We have placed with the Mt. Vernon Car Manufacturing Company our order for a total of Fifty-two Eight Wheel Caboose cars, light weight about 36,500 lbs. - Class Ca-1, per Specifications 59 B dated January 6th 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

Please consider this our formal order to cover the following material for shipment to the builder who expects to immediately assemble necessary materials and we ask that you fully co-operate making shipments promptly so as to enable them to commence work as planned and maintain their Shop Schedule. If any points are not clear please advise at once.

MATERIAL: - Sufficient material to constitute 52 complete car sets of ~~track springs and draft springs~~ for application to Caboose Cars, light weight about 36,500 lbs., Class Ca-1, per Specifications 59-B, dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

DRAWINGS, SCHEDULES, SPECIFICATIONS: With our request for bids on this equipment we transmitted to you the following drawings, etc:

Drawing C 145 last revised 11-26-18

Schedule 9 1/2 last revised 10-29-21

Specifications CS 17A, 17B & 17C all revised last 2-10-1921

The material furnished on this order should be manufactured strictly in accordance with above drawings, schedules and specifications unless otherwise advised.

PRICE AND
F.O.B. POINT:

\$32.86 per car set for truck springs fob Mt Vernon, Ill.
9.88 do do draft do do Indiana Harbor, Ind
Truck Springs to be shipped to Mount Vernon Car Mfg Co.,
Mount Vernon, Illinois, and draft springs to be shipped
to Leyske Equipment Company, Indiana Harbor, Indiana.

SHIPPING
INSTRUCTIONS:

Ship all material applying on this order to

Mt. Vernon Car Mfg. Co.,
Mount Vernon,
Illinois

Mark all packages U.P. Order 5624-5 and send copies of all shipping documents to address shown above. Regardless of F.O.B. point all freight charges should be fully prepaid to destination and if not assessable to you, should be further handled as shown under paragraph marked "Invoices"

INVOICES:

To be rendered in duplicate with bill of lading and shipping receipt, together with one copy of inspection certificate attached (Where material has been inspected by Railroad's Authorized Inspector)

Where quotation is not f.o.b. Car Builder's plant invoice should show freight prepaid as a separate item, supported by prepaid freight receipt.

All invoices to show order reference and other necessary information and to be mailed to Mr. E. E. Adams, Assistant to the President, Union Pacific System, 1416 Dodge Street, Omaha, Nebraska, who will make necessary arrangements for payment.

- 30 Car Sets of material to be invoiced versus Union Pacific Railroad Company.
- 10 Car Sets of material to be invoiced versus Oregon Short Line Railroad Company.
- 5 Car Sets of material to be invoiced versus Oregon-Washington Railroad & Navigation Co.
- 5 Car Sets of material to be invoiced versus Los Angeles & Salt Lake Railroad Company.
- 2 Car Sets of material to be invoiced versus Utah Railway.

TERMS OF
PAYMENT:

Thirty days net.

INSPECTION:

It is understood that we reserve the right to have this material inspected by our representatives, R. W. Hunt & Company, under direction of this office. All matters pertaining to inspection, request for changes or deviations from drawings, etc. should be taken up direct with this office.

ROYALTIES
PATENTS ETC:

It is understood that your company assumes all liability for royalty charges or claims account of patent interference in connection with the above mentioned material.

ROUTING OF
SHIPMENTS:

Apply to Mr. H. M. Adams, Vice-President in Charge of Traffic, Omaha, Nebr., advising from what point or points material will leave.

Your early acknowledgement will be appreciated, advising your understanding and acceptance of this order.

Yours very truly,

(Signed) G. W. Bickel

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
LOS ANGELES & SALT LAKE RAILROAD COMPANY

THE ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

E. E. ADAMS,
ASSISTANT TO THE PRESIDENT

G. W. BICHLMEIR,
GENERAL PURCHASING AGENT

V. K. HALL,
GENERAL SUPERVISOR OF STORES

JOHN L. MOHUN,
MECHANICAL ASSISTANT

OFFICE OF ASSISTANT TO THE PRESIDENT
PURCHASES—ENGINEERING—STANDARDS

REFER TO FILE
No.

5624-29-3

1416 DODGE STREET
OMAHA, NEBRASKA

September 27th, 1922.

**Allegheny Steel Company,
Brackenridge, Pennsylvania.**

We have placed with the Mt. Vernon Car Manufacturing Company our order for a total of Fifty-two Eight Wheel Caboose cars, light weight about 36,500 lbs. - Class Ca-1, per Specifications 59 B dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

Please consider this our formal order to cover the following material for shipment to the builder who expects to immediately assemble necessary materials and we ask that you fully co-operate making shipments promptly so as to enable them to commenced work as planned and maintain their Shop Schedule. If any points are not clear please advise at once.

MATERIAL: - Sufficient material to constitute 52 complete car sets of ASCO Woodless type No 2 journal box for application to Caboose Cars, light weight lbs about 36,500 lbs., Class Ca-1, per Specifications 59-B, dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

DRAWINGS,
SCHEDULES,
SPECIFICATIONS:

With our request for bids on this equipment we transmitted to you the following drawings, etc:

Drawing C 3112 last revised 6-29-22 negative attd

Schedule 21 last revised 6-9-22. copy attd

Specifications none

The material furnished on this order should be manufactured strictly in accordance with above drawings, schedules and specifications unless otherwise advised.

PRICE AND
F.O.B. POINT:

\$2.92 per car set complete
Brackenridge, Pennsylvania

SHIPPING
INSTRUCTIONS:

Ship all material applying on this order to

The Bettendorf ~~Company, Bettendorf, Iowa~~, for application
~~XXXXXXXXXXXXXXXXXXXX~~ to truck sideframes.
~~XXXXXXXXXXXX~~
~~XXXXXXXXXX~~

Mark all packages U.P. Order 5624-5 and send copies of all shipping documents to address shown above. Regardless of F.O.B. point all freight charges should be fully prepaid to destination and if not assessable to you, should be further handled as shown under paragraph marked "Invoices"

INVOICES:

To be rendered in duplicate with bill of lading and shipping receipt, together with one copy of inspection certificate attached (Where material has been inspected by Railroad's Authorized Inspector)

Where quotation is not f.o.b. Car Builder's plant invoice should show freight prepaid as a separate item, supported by prepaid freight receipt.

All invoices to show order reference and other necessary information and to be mailed to Mr. E. E. Adams, Assistant to the President, Union Pacific System, 1416 Dodge Street, Omaha, Nebraska, who will make necessary arrangements for payment.

- 30 Car Sets of material to be invoiced versus Union Pacific Railroad Company.
- 10 Car Sets of material to be invoiced versus Oregon Short Line Railroad Company.
- 5 Car Sets of material to be invoiced versus Oregon-Washington Railroad & Navigation Co.
- 5 Car Sets of material to be invoiced versus Los Angeles & Salt Lake Railroad Company.
- 2 Car Sets of material to be invoiced versus Utah Railway.

TERMS OF
PAYMENT:

Thirty days net.

INSPECTION:

It is understood that we reserve the right to have this material inspected by our representatives, R. W. Hunt & Company, under direction of this office. All matters pertaining to inspection, request for changes or deviations from drawings, etc should be taken up direct with this office.

ROYALTIES
PATENTS ETC:

It is understood that your company assumes all liability for royalty charges or claims account of patent interference in connection with the above mentioned material.

ROUTING OF
SHIPMENTS:

Apply to Mr. H. M. Adams, Vice-President in Charge of Traffic, Omaha, Nebr., advising from what point or points material will leave.

Your early acknowledgement will be appreciated, advising your understanding and acceptance of this order.

Yours very truly,

(Signed) G. W. Bickman

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
LOS ANGELES & SALT LAKE RAILROAD COMPANY

THE ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

E. E. ADAMS,
ASSISTANT TO THE PRESIDENT

G. W. BICHLMEIR,
GENERAL PURCHASING AGENT

V. K. HALL,
GENERAL SUPERVISOR OF STORIES

JOHN L. MOHUN,
MECHANICAL ASSISTANT

OFFICE OF ASSISTANT TO THE PRESIDENT
PURCHASES—ENGINEERING—STANDARDS

REFER TO FILE
No.

5624-62-1

1416 DODGE STREET
OMAHA, NEBRASKA

September 27th, 1922.

The Estate Stove Company,
Hamilton, Ohio.

We have placed with the Mt. Vernon Car Manufacturing Company our order for a total of Fifty-two Eight Wheel Caboose cars, light weight about 36,500 lbs. - Class Ca-1, per Specifications 59 B dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

Please consider this our formal order to cover the following material for shipment to the builder who expects to immediately assemble necessary materials and we ask that you fully co-operate making shipments promptly so as to enable them to commence work as planned and maintain their Shop Schedule. If any points are not clear please advise at once.

MATERIAL: - Sufficient material to constitute 52 complete car sets of ~~stoves~~ for application to Caboose Cars, light weight about 36,500 lbs., Class Ca-1, per Specifications 59-B, dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

DRAWINGS, SCHEDULES, SPECIFICATIONS: With our request for bids on this equipment we transmitted to you the following drawings, etc:

Drawing C 1278 last revised 11-26-18

Schedule 9 7/8 last revised 26-14

Specifications none

The material furnished on this order should be manufactured strictly in accordance with above drawings, schedules and specifications unless otherwise advised.

PRICE AND
F.O.B. POINT:

\$25.25 per car set
Hamilton, Ohio.

SHIPPING
INSTRUCTIONS:

Ship all material applying on this order to

Mt. Vernon Car Mfg. Co.,
Mount Vernon,
Illinois

Mark all packages U.P. Order 5624-5 and send copies of all shipping documents to address shown above. Regardless of F.O.B. point all freight charges should be fully prepaid to destination and if not assessable to you, should be further handled as shown under paragraph marked "Invoices"

INVOICES:

To be rendered in duplicate with bill of lading and shipping receipt, together with one copy of inspection certificate attached (Where material has been inspected by Railroad's Authorized Inspector)

Where quotation is not f.o.b. Car Builder's plant invoice should show freight prepaid as a separate item, supported by prepaid freight receipt.

All invoices to show order reference and other necessary information and to be mailed to Mr. E. E. Adams, Assistant to the President, Union Pacific System, 1416 Dodge Street, Omaha, Nebraska, who will make necessary arrangements for payment.

- 30 Car Sets of material to be invoiced versus Union Pacific Railroad Company.
- 10 Car Sets of material to be invoiced versus Oregon Short Line Railroad Company.
- 5 Car Sets of material to be invoiced versus Oregon-Washington Railroad & Navigation Co.
- 5 Car Sets of material to be invoiced versus Los Angeles & Salt Lake Railroad Company.
- 2 Car Sets of material to be invoiced versus Utah Railway.

TERMS OF
PAYMENT:

Thirty days net.

INSPECTION:

It is understood that we reserve the right to have this material inspected by our representatives, R. W. Hunt & Company, under direction of this office. All matters pertaining to inspection, request for changes or deviations from drawings, etc should be taken up direct with this office.

ROYALTIES
PATENTS ETC:

It is understood that your company assumes all liability for royalty charges or claims account of patent interference in connection with the above mentioned material.

ROUTING OF
SHIPMENTS:

Apply to Mr. H. M. Adams, Vice-President in Charge of Traffic, Omaha, Nebr., advising from what point or points material will leave.

Your early acknowledgement will be appreciated, advising your understanding and acceptance of this order.

Yours very truly,

G. W. Bickner

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
LOS ANGELES & SALT LAKE RAILROAD COMPANY

THE ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

E. E. ADAMS,
ASSISTANT TO THE PRESIDENT

G. W. BICHLMEIR,
GENERAL PURCHASING AGENT

V. K. HALL,
GENERAL SUPERVISOR OF STORES

JOHN L. MOHUN,
MECHANICAL ASSISTANT

OFFICE OF ASSISTANT TO THE PRESIDENT
PURCHASES—ENGINEERING—STANDARDS

REFER TO FILE
No.

5624-26-3

1416 DODGE STREET
OMAHA, NEBRASKA

September 27th, 1922

Keyoke Equipment Company,
Monsadnock Block,
Chicago, Illinois.

We have placed with the Mt. Vernon Car Manufacturing Company our order for a total of Fifty-two Eight Wheel Caboose cars, light weight about 36,500 lbs. - Class Ca-1, per Specifications 59 B dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

Please consider this our formal order to cover the following material for shipment to the builder who expects to immediately assemble necessary materials and we ask that you fully co-operate making shipments promptly so as to enable them to commence work as planned and maintain their Shop Schedule. If any points are not clear please advise at once.

MATERIAL: - Sufficient material to constitute 52 complete car sets of Murry friction type H Class 26 draft gears for application to Caboose Cars, light weight about 36,500 lbs., Class Ca-1, per Specifications 59-B, dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

DRAWINGS,
SCHEDULES,
SPECIFICATIONS:

With our request for bids on this equipment we transmitted to you the following drawings, etc:

Drawing C 2851 last revised 5-15-20

Schedule 6 1/4C last revised 4-26-20

Specifications CS 17A & CS 17B last revised 2-10-21

The material furnished on this order should be manufactured strictly in accordance with above drawings, schedules and specifications unless otherwise advised.

PRICE AND F.O.B. POINT: \$45.94 per car set (minus springs)
Indiana harbor, Indiana

SHIPPING INSTRUCTIONS: Ship all material applying on this order to
Mt. Vernon Car Mfg. Co.,
Mount Vernon,
Illinois

Mark all packages U.P. Order 5624-5 and send copies of all shipping documents to address shown above. Regardless of F.O.B. point all freight charges should be fully prepaid to destination and if not assessable to you, should be further handled as shown under paragraph marked "Invoices"

INVOICES: To be rendered in duplicate with bill of lading and shipping receipt, together with one copy of inspection certificate attached (Where material has been inspected by Railroad's Authorized Inspector)

Where quotation is not f.o.b. Car Builder's plant invoice should show freight prepaid as a separate item, supported by prepaid freight receipt.

All invoices to show order reference and other necessary information and to be mailed to Mr. E. E. Adams, Assistant to the President, Union Pacific System, 1416 Dodge Street, Omaha, Nebraska, who will make necessary arrangements for payment.

- 30 Car Sets of material to be invoiced versus Union Pacific Railroad Company.
- 10 Car Sets of material to be invoiced versus Oregon Short Line Railroad Company.
- 5 Car Sets of material to be invoiced versus Oregon-Washington Railroad & Navigation Co.
- 5 Car Sets of material to be invoiced versus Los Angeles & Salt Lake Railroad Company.
- 2 Car Sets of material to be invoiced versus Utah Railway.

TERMS OF PAYMENT: Thirty days net.

INSPECTION:

It is understood that we reserve the right to have this material inspected by our representatives, R. W. Hunt & Company, under direction of this office. All matters pertaining to inspection, request for changes or deviations from drawings, etc should be taken up direct with this office.

ROYALTIES
PATENTS ETC:

It is understood that your company assumes all liability for royalty charges or claims account of patent interference in connection with the above mentioned material.

ROUTING OF
SHIPMENTS:

Apply to Mr. H. M. Adams, Vice-President in Charge of Traffic, Omaha, Nebr., advising from what point or points material will leave.

Your early acknowledgement will be appreciated, advising your understanding and acceptance of this order.

Yours very truly,

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
LOS ANGELES & SALT LAKE RAILROAD COMPANY

THE ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

E. H. ADAMS,
ASSISTANT TO THE PRESIDENT

G. W. BICHLMEIR,
GENERAL PURCHASING AGENT

U. K. HALL,
GENERAL SUPERVISOR OF STORES

JOHN L. MOHUN,
MECHANICAL ASSISTANT

OFFICE OF ASSISTANT TO THE PRESIDENT
PURCHASES—ENGINEERING—STANDARDS

REFER TO FILE
No.

5624-36-2

1416 DODGE STREET
OMAHA, NEBRASKA

September 27th, 1922

The Bettendorf Company,
Bettendorf, Iowa.

We have placed with the Mt. Vernon Car Manufacturing Company our order for a total of Fifty-two Eight Wheel Caboose cars, light weight about 36,500 lbs. - Class Ca-1, per Specifications 59 B dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

Please consider this our formal order to cover the following material for shipment to the builder who expects to immediately assemble necessary materials and we ask that you fully co-operate making shipments promptly so as to enable them to commence work as planned and maintain their Shop Schedule. If any points are not clear please advise at once.

MATERIAL: - Sufficient material to constitute 52 complete car sets of ~~truck side frames~~ for application to Caboose Cars, light weight about 36,500 lbs., Class Ca-1, per Specifications 59-B, dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

DRAWINGS,
SCHEDULES,
SPECIFICATIONS:

With our request for bids on this equipment we transmitted to you the following drawings, etc:

Drawing C 2924 last revised 7-12-22 negative att'd
~~C-1887 do do do~~

Schedule 12E last revised 10-29-21

Specifications CS 19A last revised 1-20-21
~~CS 14 do 9-1-21~~

The material furnished on this order should be manufactured strictly in accordance with above drawings, schedules and specifications unless otherwise advised.

PRICE AND
F.O.B. POINT:

\$134.17 per car set
Mount Vernon, Illinois

SHIPPING
INSTRUCTIONS:

Ship all material applying on this order to

Mt. Vernon Car Mfg. Co.,
Mount Vernon,
Illinois

Mark all packages U.P. Order 5624-5 and send copies of all shipping documents to address shown above. Regardless of F.O.B. point all freight charges should be fully prepaid to destination and if not assessable to you, should be further handled as shown under paragraph marked "Invoices"

INVOICES:

To be rendered in duplicate with bill of lading and shipping receipt, together with one copy of inspection certificate attached (Where material has been inspected by Railroad's Authorized Inspector)

Where quotation is not f.o.b. Car Builder's plant invoice should show freight prepaid as a separate item, supported by prepaid freight receipt.

All invoices to show order reference and other necessary information and to be mailed to Mr. E. E. Adams, Assistant to the President, Union Pacific System, 1416 Dodge Street, Omaha, Nebraska, who will make necessary arrangements for payment.

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- 5 Car Sets of material to be invoiced versus Oregon-Washington Railroad & Navigation Co.
- 5 Car Sets of material to be invoiced versus Los Angeles & Salt Lake Railroad Company.
- 2 Car Sets of material to be invoiced versus Utah Railway.

TERMS OF
PAYMENT:

Thirty days net.

INSPECTION:

It is understood that we reserve the right to have this material inspected by our representatives, R. W. Hunt & Company, under direction of this office. All matters pertaining to inspection, request for changes or deviations from drawings, etc should be taken up direct with this office.

ROYALTIES
PATENTS ETC:

It is understood that your company assumes all liability for royalty charges or claims account of patent interference in connection with the above mentioned material.

ROUTING OF
SHIPMENTS:

Apply to Mr. H. M. Adams, Vice-President in Charge of Traffic, Omaha, Nebr., advising from what point or points material will leave.

Your early acknowledgement will be appreciated, advising your understanding and acceptance of this order.

Yours very truly,

(Sd) G. W. Bicknell

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
LOS ANGELES & SALT LAKE RAILROAD COMPANY

THE ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

E. E. ADAMS,
ASSISTANT TO THE PRESIDENT

G. W. BICHLMEIR,
GENERAL PURCHASING AGENT

U. K. HALL,
GENERAL SUPERVISOR OF STORES

JOHN L. MOHUN,
MECHANICAL ASSISTANT

OFFICE OF ASSISTANT TO THE PRESIDENT
PURCHASES—ENGINEERING—STANDARDS

REFER TO FILE
No.

5624-14-1

1416 DODGE STREET
OMAHA, NEBRASKA

September 27th, 1922

Railway Devices Company,
705 Olive Street,
Saint Louis, Missouri.

We have placed with the Mt. Vernon Car Manufacturing Company our order for a total of Fifty-two Eight Wheel Caboose cars, light weight about 36,500 lbs. - Class Ca-1, per Specifications 59 B dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

Please consider this our formal order to cover the following material for shipment to the builder who expects to immediately assemble necessary materials and we ask that you fully co-operate making shipments promptly so as to enable them to commence work as planned and maintain their Shop Schedule. If any points are not clear please advise at once.

MATERIAL: - Sufficient material to constitute 52 complete car sets of ~~single end, light weight~~ for application to Caboose cars, light weight about 36,500 lbs., Class Ca-1, per Specifications 59-B, dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

DRAWINGS,
SCHEDULES,
SPECIFICATIONS:

With our request for bids on this equipment we transmitted to you the following drawings, etc:

Drawing ~~C-2586 last revised October 12, 1917~~

Schedule ~~L 1 1/4 last revised Sept 5, 1917~~

Specifications ~~CS 18 last revised Nov 28, 1921~~

The material furnished on this order should be manufactured strictly in accordance with above drawings, schedules and specifications unless otherwise advised.

PRICE AND
F.O.B. POINT:

\$2.10 per car set.
Mount Vernon, Illinois

SHIPPING
INSTRUCTIONS:

Ship all material applying on this order to

Mt. Vernon Car Mfg. Co.,
Mount Vernon,
Illinois

Mark all packages U.P. Order 5624-5 and send copies of all shipping documents to address shown above. Regardless of F.O.B. point all freight charges should be fully prepaid to destination and if not assessable to you, should be further handled as shown under paragraph marked "Invoices"

INVOICES:

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Where quotation is not f.o.b. Car Builder's plant invoice should show freight prepaid as a separate item, supported by prepaid freight receipt.

All invoices to show order reference and other necessary information and to be mailed to Mr. E. E. Adams, Assistant to the President, Union Pacific System, 1416 Dodge Street, Omaha, Nebraska, who will make necessary arrangements for payment.

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- 5 Car Sets of material to be invoiced versus Oregon-Washington Railroad & Navigation Co.
- 5 Car Sets of material to be invoiced versus Los Angeles & Salt Lake Railroad Company.
- 2 Car Sets of material to be invoiced versus Utah Railway.

TERMS OF
PAYMENT:

Thirty days net.

INSPECTION: It is understood that we reserve the right to have this material inspected by our representatives, R. W. Hunt & Company, under direction of this office. All matters pertaining to inspection, request for changes or deviations from drawings, etc should be taken up direct with this office.

ROYALTIES
PATENTS ETC: It is understood that your company assumes all liability for royalty charges or claims account of patent interference in connection with the above mentioned material.

ROUTING OF
SHIPMENTS: Apply to Mr. H. M. Adams, Vice-President in Charge of Traffic, Omaha, Nebr., advising from what point or points material will leave.

Your early acknowledgement will be appreciated, advising your understanding and acceptance of this order.

Yours very truly,

Signed) G. W. Bicklmeir

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
LOS ANGELES & SALT LAKE RAILROAD COMPANY

THE ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

E. E. ADAMS,
ASSISTANT TO THE PRESIDENT

G. W. BICHLMEIR,
GENERAL PURCHASING AGENT

U. K. HALL,
GENERAL SUPERVISOR OF STORES

JOHN L. MOHUN,
MECHANICAL ASSISTANT

OFFICE OF ASSISTANT TO THE PRESIDENT
PURCHASES—ENGINEERING—STANDARDS

REFER TO FILE
No.

5624-37-1

1416 DODGE STREET
OMAHA, NEBRASKA

September 27th, 1922.

The Bettendorf Company,

Bettendorf, Iowa.

We have placed with the Mt. Vernon Car Manufacturing Company our order for a total of Fifty-two Eight Wheel Caboose cars, light weight about 36,500 lbs. - Class Ca-1, per Specifications 59-B dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

Please consider this our formal order to cover the following material for shipment to the builder who expects to immediately assemble necessary materials and we ask that you fully co-operate making shipments promptly so as to enable them to commence work as planned and maintain their Shop Schedule. If any points are not clear please advise at once.

MATERIAL: - Sufficient material to constitute 52 complete car sets of ~~underframes~~ for application to Caboose Cars, light weight about 36,500 lbs., Class Ca-1, per Specifications 59-B, dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

DRAWINGS, SCHEDULES, SPECIFICATIONS: With our request for bids on this equipment we transmitted to you the following drawings, etc:

Drawing C 2276 last revised 6-14-22
~~negative attached~~

Schedule

12 1/2 last revised 10-29-21

Specifications

CS 19A and CS 57 both dated 1-20-21
~~CS 18, 3-28-21, CS 14, 9-1-21, CS 23B,~~
2-8-21 - Red led No 19

The material furnished on this order should be manufactured strictly in accordance with above drawings, schedules and specifications unless otherwise advised.

PRICE AND
F.O.B. POINT:

\$360.05 per car set
Mount Vernon, Illinois

SHIPPING
INSTRUCTIONS:

Ship all material applying on this order to

Mt. Vernon Car Mfg. Co.,
Mount Vernon,
Illinois

Mark all packages U.P. Order 5624-5 and send copies of all shipping documents to address shown above. Regardless of F.O.B. point all freight charges should be fully prepaid to destination and if not assessable to you, should be further handled as shown under paragraph marked "Invoices"

INVOICES:

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All invoices to show order reference and other necessary information and to be mailed to Mr. E. E. Adams, Assistant to the President, Union Pacific System, 1416 Dodge Street, Omaha, Nebraska, who will make necessary arrangements for payment.

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- 5 Car Sets of material to be invoiced versus Oregon-Washington Railroad & Navigation Co.
- 5 Car Sets of material to be invoiced versus Los Angeles & Salt Lake Railroad Company.
- 2 Car Sets of material to be invoiced versus Utah Railway.

TERMS OF
PAYMENT:

Thirty days net.

INSPECTION: It is understood that we reserve the right to have this material inspected by our representatives, R. W. Hunt & Company, under direction of this office. All matters pertaining to inspection, request for changes or deviations from drawings, etc should be taken up direct with this office.

ROYALTIES
PATENTS ETC: It is understood that your company assumes all liability for royalty charges or claims account of patent interference in connection with the above mentioned material.

ROUTING OF
SHIPMENTS: Apply to Mr. H. M. Adams, Vice-President in Charge of Traffic, Omaha, Nebr., advising from what point or points material will leave.

Your early acknowledgement will be appreciated, advising your understanding and acceptance of this order.

Yours very truly,

(Signed) G. W. Bichlmeir

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
LOS ANGELES & SALT LAKE RAILROAD COMPANY

THE ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

E. E. ADAMS,
ASSISTANT TO THE PRESIDENT

G. W. RICHLMEIR,
GENERAL PURCHASING AGENT

V. K. HALL,
GENERAL SUPERVISOR OF STORES

JOHN L. MOHUN,
MECHANICAL ASSISTANT

OFFICE OF ASSISTANT TO THE PRESIDENT
PURCHASES—ENGINEERING—STANDARDS

REFER TO FILE
No.

5624-23-1

1416 DODGE STREET
OMAHA, NEBRASKA

September 27th, 1922

The Buckeye Steel Castings Co.,
50 Church Street,
New York City, New York

We have placed with the Mt. Vernon Car Manufacturing Company our order for a total of Fifty-two Eight Wheel Caboose cars, light weight about 36,500 lbs. - Class Ca-1, per Specifications 59 B dated January 6th 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

Please consider this our formal order to cover the following material for shipment to the builder who expects to immediately assemble necessary materials and we ask that you fully co-operate making shipments promptly so as to enable them to commence work as planned and maintain their Shop Schedule. If any points are not clear please advise at once.

MATERIAL: - Sufficient material to constitute 52 complete car sets of cast steel coupler yokes for application to Caboose Cars; light weight about 36,500 lbs., Class Ca-1, per Specifications 59-B, dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

DRAWINGS,
SCHEDULES,
SPECIFICATIONS: With our request for bids on this equipment we transmitted to you the following drawings, etc:

Drawing C 2592 last revised 9-20-20

Schedule 3 3/8 last revised 6-7-19

Specifications CS 14 last revised 9-1-21

The material furnished on this order should be manufactured strictly in accordance with above drawings, schedules and specifications unless otherwise advised.

PRICE AND
F.O.B. POINT:

\$19.50 per car set
Mount Vernon, Illinois.

SHIPPING
INSTRUCTIONS:

Ship all material applying on this order to

Mt. Vernon Car Mfg. Co.,
Mount Vernon,
Illinois

Mark all packages U.P. Order 5624-5 and send copies of all shipping documents to address shown above. Regardless of F.O.B. point all freight charges should be fully prepaid to destination and if not assessable to you, should be further handled as shown under paragraph marked "Invoices"

INVOICES:

To be rendered in duplicate with bill of lading and shipping receipt, together with one copy of inspection certificate attached (Where material has been inspected by Railroad's Authorized Inspector)

Where quotation is not f.o.b. Car Builder's plant invoice should show freight prepaid as a separate item, supported by prepaid freight receipt.

All invoices to show order reference and other necessary information and to be mailed to Mr. E. E. Adams, Assistant to the President, Union Pacific System, 1416 Dodge Street, Omaha, Nebraska, who will make necessary arrangements for payment.

- 30 Car Sets of material to be invoiced versus Union Pacific Railroad Company.
- 10 Car Sets of material to be invoiced versus Oregon Short Line Railroad Company.
- 5 Car Sets of material to be invoiced versus Oregon-Washington Railroad & Navigation Co.
- 5 Car Sets of material to be invoiced versus Los Angeles & Salt Lake Railroad Company.
- 2 Car Sets of material to be invoiced versus Utah Railway.

TERMS OF
PAYMENT:

Thirty days net.

INSPECTION:

It is understood that we reserve the right to have this material inspected by our representatives, R. W. Hunt & Company, under direction of this office. All matters pertaining to inspection, request for changes or deviations from drawings, etc should be taken up direct with this office.

ROYALTIES
PATENTS ETC:

It is understood that your company assumes all liability for royalty charges or claims account of patent interference in connection with the above mentioned material.

ROUTING OF
SHIPMENTS:

Apply to Mr. H. M. Adams, Vice-President in Charge of Traffic, Omaha, Nebr., advising from what point or points material will leave.

Your early acknowledgement will be appreciated, advising your understanding and acceptance of this order.

Yours very truly,

G. W. Bickman

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
LOS ANGELES & SALT LAKE RAILROAD COMPANY

THE ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

E. E. ADAMS,
ASSISTANT TO THE PRESIDENT

G. W. BICHLMEIR,
GENERAL PURCHASING AGENT

V. K. HALL,
GENERAL SUPERVISOR OF STORES

JOHN L. MOHUN,
MECHANICAL ASSISTANT

OFFICE OF ASSISTANT TO THE PRESIDENT
PURCHASES—ENGINEERING—STANDARDS

REFER TO FILE
No.

5624-34-1

1416 DODGE STREET
OMAHA, NEBRASKA

September 27th, 1922

The Buckeye Steel Castings Co.,
50 Church Street,
New York City, NY

We have placed with the Mt. Vernon Car Manufacturing Company our order for a total of Fifty-two Eight Wheel Caboose cars, light weight about 36,500 lbs. - Class Ca-1, per Specifications 59 B dated January 6th 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

Please consider this our formal order to cover the following material for shipment to the builder who expects to immediately assemble necessary materials and we ask that you fully co-operate making shipments promptly so as to enable them to commence work as planned and maintain their Shop Schedule. If any points are not clear please advise at once.

MATERIAL: - Sufficient material to constitute 52 complete car sets of ~~cast steel truck bolsters~~ for application to Caboose Cars, light weight about 36,500 lbs., Class Ca-1, per Specifications 59-B, dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

DRAWINGS,
SCHEDULES,
SPECIFICATIONS: With our request for bids on this equipment we transmitted to you the following drawings, etc:

Drawing ~~C 2574 last revised 12-31-21~~

Schedule ~~10 last revised 6-22-20~~

Specifications ~~14 last revised 9-1-21~~

The material furnished on this order should be manufactured strictly in accordance with above drawings, schedules and specifications unless otherwise advised.

PRICE AND
F.O.B. POINT:

\$74.00 per car set
Mount Vernon, Illinois

SHIPPING
INSTRUCTIONS:

Ship all material applying on this order to

Mt. Vernon Car Mfg. Co.,
Mount Vernon,
Illinois

Mark all packages U.P. Order 5624-5 and send copies of all shipping documents to address shown above. Regardless of F.O.B. point all freight charges should be fully prepaid to destination and if not assessable to you, should be further handled as shown under paragraph marked "Invoices"

INVOICES:

To be rendered in duplicate with bill of lading and shipping receipt, together with one copy of inspection certificate attached (Where material has been inspected by Railroad's Authorized Inspector)

Where quotation is not f.o.b. Car Builder's plant invoice should show freight prepaid as a separate item, supported by prepaid freight receipt.

All invoices to show order reference and other necessary information and to be mailed to Mr. E. E. Adams, Assistant to the President, Union Pacific System, 1416 Dodge Street, Omaha, Nebraska, who will make necessary arrangements for payment.

- 30 Car Sets of material to be invoiced versus Union Pacific Railroad Company.
- 10 Car Sets of material to be invoiced versus Oregon Short Line Railroad Company.
- 5 Car Sets of material to be invoiced versus Oregon-Washington Railroad & Navigation Co.
- 5 Car Sets of material to be invoiced versus Los Angeles & Salt Lake Railroad Company.
- 2 Car Sets of material to be invoiced versus Utah Railway.

TERMS OF
PAYMENT:

Thirty days net.

INSPECTION: It is understood that we reserve the right to have this material inspected by our representatives, R. W. Hunt & Company, under direction of this office. All matters pertaining to inspection; request for changes or deviations from drawings, etc should be taken up direct with this office.

ROYALTIES
PATENTS ETC: It is understood that your company assumes all liability for royalty charges or claims account of patent interference in connection with the above mentioned material.

ROUTING OF
SHIPMENTS: Apply to Mr. H. M. Adams, Vice-President in Charge of Traffic, Omaha, Nebr., advising from what point or points material will leave.

Your early acknowledgement will be appreciated, advising your understanding and acceptance of this order.

Yours very truly,

(Signed) G. W. Bickmeir

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
LOS ANGELES & SALT LAKE RAILROAD COMPANY

THE ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

E. E. ADAMS,
ASSISTANT TO THE PRESIDENT

G. W. BICHLMEIR,
GENERAL PURCHASING AGENT

V. K. HALL,
GENERAL SUPERVISOR OF STORES

JOHN L. MOHUN,
MECHANICAL ASSISTANT

OFFICE OF ASSISTANT TO THE PRESIDENT
PURCHASES—ENGINEERING—STANDARDS

REFER TO FILE
No.

5624-14-1

1416 DODGE STREET
OMAHA, NEBRASKA

September 27th, 1922.

W. H. Thornburg Manufacturing Co.,
Cicero, Illinois.

We have placed with the Mt. Vernon Car Manufacturing Company our order for a total of Fifty-two Eight Wheel Caboose cars, light weight about 36,500 lbs. - Class Ca-1, per Specifications 59 B dated January 6th 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

Please consider this our formal order to cover the following material for shipment to the builder who expects to immediately assemble necessary materials and we ask that you fully co-operate making shipments promptly so as to enable them to commence work as planned and maintain their Shop Schedule. If any points are not clear please advise at once.

MATERIAL: - Sufficient material to constitute 52 complete car sets of ~~draft gears~~ for application to Caboose Cars, light weight about 36,500 lbs., Class Ca-1, per Specifications 59-B, dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

DRAWINGS, SCHEDULES, SPECIFICATIONS: With our request for bids on this equipment we transmitted to you the following drawings, etc:
C 2955 last revised 1-18-22

Drawing

Schedule

Specifications

6 3/8 last revised 8-6-21

none

The material furnished on this order should be manufactured strictly in accordance with above drawings, schedules and specifications unless otherwise advised.

PRICE AND
F.O.B. POINT:

~~\$1.16~~ per car net
Cicero, Illinois

SHIPPING
INSTRUCTIONS:

Ship all material applying on this order to

Mt. Vernon Car Mfg. Co.,
Mount Vernon,
Illinois

Mark all packages U.P. Order 5624-5 and send copies of all shipping documents to address shown above. Regardless of F.O.B. point all freight charges should be fully prepaid to destination and if not assessable to you, should be further handled as shown under paragraph marked "Invoices"

INVOICES:

To be rendered in duplicate with bill of lading and shipping receipt, together with one copy of inspection certificate attached (Where material has been inspected by Railroad's Authorized Inspector)

Where quotation is not f.o.b. Car Builder's plant invoice should show freight prepaid as a separate item, supported by prepaid freight receipt.

All invoices to show order reference and other necessary information and to be mailed to Mr. E. E. Adams, Assistant to the President, Union Pacific System, 1416 Dodge Street, Omaha, Nebraska, who will make necessary arrangements for payment.

- 30 Car Sets of material to be invoiced versus Union Pacific Railroad Company.
- 10 Car Sets of material to be invoiced versus Oregon Short Line Railroad Company.
- 5 Car Sets of material to be invoiced versus Oregon-Washington Railroad & Navigation Co.
- 5 Car Sets of material to be invoiced versus Los Angeles & Salt Lake Railroad Company.
- 2 Car Sets of material to be invoiced versus Utah Railway.

TERMS OF
PAYMENT:

Thirty days net.

INSPECTION:

It is understood that we reserve the right to have this material inspected by our representatives, R. W. Hunt & Company, under direction of this office. All matters pertaining to inspection, request for changes or deviations from drawings, etc should be taken up direct with this office.

ROYALTIES
PATENTS ETC:

It is understood that your company assumes all liability for royalty charges or claims account of patent interference in connection with the above mentioned material.

ROUTING OF
SHIPMENTS:

Apply to Mr. H. M. Adams, Vice-President in Charge of Traffic, Omaha, Nebr., advising from what point or points material will leave.

Your early acknowledgement will be appreciated, advising your understanding and acceptance of this order.

Yours very truly,

(Signed) G. W. Dickmeir

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
LOS ANGELES & SALT LAKE RAILROAD COMPANY

THE ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

E. E. ADAMS,
ASSISTANT TO THE PRESIDENT

G. W. BICHLMEIR,
GENERAL PURCHASING AGENT

V. K. HALL,
GENERAL SUPERVISOR OF STORES

JOHN L. MOHUN,
MECHANICAL ASSISTANT

OFFICE OF ASSISTANT TO THE PRESIDENT
PURCHASES—ENGINEERING—STANDARDS

REFER TO FILE
No.

5624-21-1

1416 DODGE STREET
OMAHA, NEBRASKA

September 27th, 1922.

National Malleable Castings Co.,
311 Railway Exchange Building,
Chicago, Illinois.

We have placed with the Mt. Vernon Car Manufacturing Company our order for a total of Fifty-two Eight Wheel Caboose cars, light weight about 36,500 lbs. - Class Ca-1, per Specifications 59 B dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

Please consider this our formal order to cover the following material for shipment to the builder who expects to immediately assemble necessary materials and we ask that you fully co-operate making shipments promptly so as to enable them to commence work as planned and maintain their Shop Schedule. If any points are not clear please advise at once.

MATERIAL: - Sufficient material to constitute 52 complete car sets of ~~comple~~ for application to Caboose Cars, light weight about 36,500 lbs., Class Ca-1, per Specifications 59-B, dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

DRAWINGS,
SCHEDULES,
SPECIFICATIONS: With our request for bids on this equipment we transmitted to you the following drawings, etc:

Drawing ~~9-2589 last revised 7-24-1918~~

Schedule ~~2A last revised 10-29-1921~~

Specifications ~~CS 54 & CS 54A, last revised, both 9-1-1921.~~

The material furnished on this order should be manufactured strictly in accordance with above drawings, schedules and specifications unless otherwise advised.

PRICE AND
F.O.B. POINT:

\$28.50 per car net
Cars your works Melrose Park, Ill., or Sharon, Pa., your option, with freight allowed at the carload rate to Mount Vernon, Illinois.

SHIPPING
INSTRUCTIONS:

Ship all material applying on this order to

Mt. Vernon Car Mfg. Co.,
Mount Vernon,
Illinois

Mark all packages U.P. Order 5624-5 and send copies of all shipping documents to address shown above. Regardless of F.O.B. point all freight charges should be fully prepaid to destination and if not assessable to you, should be further handled as shown under paragraph marked "Invoices"

INVOICES:

To be rendered in duplicate with bill of lading and shipping receipt, together with one copy of inspection certificate attached (Where material has been inspected by Railroad's Authorized Inspector)

Where quotation is not f.o.b. Car Builder's plant invoice should show freight prepaid as a separate item, supported by prepaid freight receipt.

All invoices to show order reference and other necessary information and to be mailed to Mr. E. E. Adams, Assistant to the President, Union Pacific System, 1416 Dodge Street, Omaha, Nebraska, who will make necessary arrangements for payment.

- 30 Car Sets of material to be invoiced versus Union Pacific Railroad Company.
- 10 Car Sets of material to be invoiced versus Oregon Short Line Railroad Company.
- 5 Car Sets of material to be invoiced versus Oregon-Washington Railroad & Navigation Co.
- 5 Car Sets of material to be invoiced versus Los Angeles & Salt Lake Railroad Company.
- 2 Car Sets of material to be invoiced versus Utah Railway.

TERMS OF
PAYMENT:

Thirty days net.

INSPECTION:

It is understood that we reserve the right to have this material inspected by our representatives, R. W. Hunt & Company, under direction of this office. All matters pertaining to inspection, request for changes or deviations from drawings, etc should be taken up direct with this office.

ROYALTIES
PATENTS ETC:

It is understood that your company assumes all liability for royalty charges or claims account of patent interference in connection with the above mentioned material.

ROUTING OF
SHIPMENTS:

Apply to Mr. H. M. Adams, Vice-President in Charge of Traffic, Omaha, Nebr., advising from what point or points material will leave.

Your early acknowledgement will be appreciated, advising your understanding and acceptance of this order.

Yours very truly,

(Signed) G. W. Bichlmeir

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
LOS ANGELES & SALT LAKE RAILROAD COMPANY

THE ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

E. E. ADAMS,
ASSISTANT TO THE PRESIDENT

G. W. BICHLMEIR,
GENERAL PURCHASING AGENT

V. K. HALL,
GENERAL SUPERVISOR OF STORES

JOHN L. MOHUN,
MECHANICAL ASSISTANT

OFFICE OF ASSISTANT TO THE PRESIDENT
PURCHASES—ENGINEERING—STANDARDS

REFER TO FILE
No.

5624-19-1

1416 DODGE STREET
OMAHA, NEBRASKA

September 27th, 1922.

American Brake Shoe & Foundry Co.,
McCormick Building,
Chicago, Illinois.

We have placed with the Mt. Vernon Car Manufacturing Company our order for a total of Fifty-two Eight Wheel Caboose cars, light weight about 36,500 lbs. - Class Ca-1, per Specifications 59 B dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

Please consider this our formal order to cover the following material for shipment to the builder who expects to immediately assemble necessary materials and we ask that you fully co-operate making shipments promptly so as to enable them to commence work as planned and maintain their Shop Schedule. If any points are not clear please advise at once.

MATERIAL: - Sufficient material to constitute 52 complete car sets of brake shoes for application to Caboose Cars, light weight about 36,500 lbs., Class Ca-1, per Specifications 59-B, dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

DRAWINGS,
SCHEDULES,
SPECIFICATIONS: With our request for bids on this equipment we transmitted to you the following drawings, etc:

Drawing 3 1439 last revised February 24, 1922
copy attached

Schedule 2 1/2 last revised February 24, 1922
copy attached

Specifications none

The material furnished on this order should be manufactured strictly in accordance with above drawings, schedules and specifications unless otherwise advised.

PRICE AND F.O.B. POINT: **\$3.68 per car net**
Mount Vernon, Illinois.

SHIPPING INSTRUCTIONS: Ship all material applying on this order to
Mt. Vernon Car Mfg. Co.,
Mount Vernon,
Illinois

Mark all packages U.P. Order 5624-5 and send copies of all shipping documents to address shown above. Regardless of F.O.B. point all freight charges should be fully prepaid to destination and if not assessable to you, should be further handled as shown under paragraph marked "Invoices"

INVOICES: To be rendered in duplicate with bill of lading and shipping receipt, together with one copy of inspection certificate attached (Where material has been inspected by Railroad's Authorized Inspector)

Where quotation is not f.o.b. Car Builder's plant invoice should show freight prepaid as a separate item, supported by prepaid freight receipt.

All invoices to show order reference and other necessary information and to be mailed to Mr. E. E. Adams, Assistant to the President, Union Pacific System, 1416 Dodge Street, Omaha, Nebraska, who will make necessary arrangements for payment.

- 30 Car Sets of material to be invoiced versus Union Pacific Railroad Company.
- 10 Car Sets of material to be invoiced versus Oregon Short Line Railroad Company.
- 5 Car Sets of material to be invoiced versus Oregon-Washington Railroad & Navigation Co.
- 5 Car Sets of material to be invoiced versus Los Angeles & Salt Lake Railroad Company.
- 2 Car Sets of material to be invoiced versus Utah Railway.

TERMS OF PAYMENT: **Thirty days net.**

INSPECTION:

It is understood that we reserve the right to have this material inspected by our representatives, R. W. Hunt & Company, under direction of this office. All matters pertaining to inspection, request for changes or deviations from drawings, etc should be taken up direct with this office.

ROYALTIES
PATENTS ETC:

It is understood that your company assumes all liability for royalty charges or claims account of patent interference in connection with the above mentioned material.

ROUTING OF
SHIPMENTS:

Apply to Mr. H. M. Adams, Vice-President in Charge of Traffic, Omaha, Nebr., advising from what point or points material will leave.

Your early acknowledgement will be appreciated, advising your understanding and acceptance of this order.

Yours very truly,

J. G. W. Buelmer

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
LOS ANGELES & SALT LAKE RAILROAD COMPANY

THE ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

E. E. ADAMS,
ASSISTANT TO THE PRESIDENT

G. W. BICHLMEIR,
GENERAL PURCHASING AGENT

V. K. HALL,
GENERAL SUPERVISOR OF STORES

JOHN L. MOHUN,
MECHANICAL ASSISTANT

OFFICE OF ASSISTANT TO THE PRESIDENT
PURCHASES—ENGINEERING—STANDARDS

REFER TO FILE
No.

5624-18-1

1416 DODGE STREET
OMAHA, NEBRASKA

Sept 27, 1922

Schaefer Equipment Co.,
Henry W Oliver Building,
Pittsburgh, Pennsylvania.

We have placed with the Mt. Vernon Car Manufacturing Company our order for a total of Fifty-two Eight Wheel Caboose cars, light weight about 36,500 lbs. - Class Ca-1, per Specifications 59 B dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

Please consider this our formal order to cover the following material for shipment to the builder who expects to immediately assemble necessary materials and we ask that you fully co-operate making shipments promptly so as to enable them to commence work as planned and maintain their Shop Schedule. If any points are not clear please advise at once.

MATERIAL: - Sufficient material to constitute 52 complete car sets of brake lever connections for application to Caboose Cars, light weight about 36,500 lbs., Class Ca-1, per Specifications 59-B, dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

DRAWINGS,
SCHEDULES,
SPECIFICATIONS:

With our request for bids on this equipment we transmitted to you the following drawings, etc:

Drawing C 2805 last revised October 25, 1921

Schedule 2 1/4 last revised November 28, 1919

Specifications

The material furnished on this order should be manufactured strictly in accordance with above drawings, schedules and specifications unless otherwise advised.

PRICE AND F.O.B. POINT: **\$3.90 per car set
Hammond, Indiana**

SHIPPING INSTRUCTIONS: Ship all material applying on this order to
**Mt. Vernon Car Mfg. Co.,
Mount Vernon,
Illinois**

Mark all packages U.P. Order 5624-5 and send copies of all shipping documents to address shown above. Regardless of F.O.B. point all freight charges should be fully prepaid to destination and if not assessable to you, should be further handled as shown under paragraph marked "Invoices"

INVOICES: To be rendered in duplicate with bill of lading and shipping receipt, together with one copy of inspection certificate attached (Where material has been inspected by Railroad's Authorized Inspector)

Where quotation is not f.o.b. Car Builder's plant invoice should show freight prepaid as a separate item, supported by prepaid freight receipt.

All invoices to show order reference and other necessary information and to be mailed to Mr. E. E. Adams, Assistant to the President, Union Pacific System, 1416 Dodge Street, Omaha, Nebraska, who will make necessary arrangements for payment.

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- 10 Car Sets of material to be invoiced versus Oregon Short Line Railroad Company.
- 5 Car Sets of material to be invoiced versus Oregon-Washington Railroad & Navigation Co.
- 5 Car Sets of material to be invoiced versus Los Angeles & Salt Lake Railroad Company.
- 2 Car Sets of material to be invoiced versus Utah Railway.

TERMS OF PAYMENT: **Thirty days net.**

INSPECTION: It is understood that we reserve the right to have this material inspected by our representatives, R. W. Hunt & Company, under direction of this office. All matters pertaining to inspection, request for changes or deviations from drawings, etc should be taken up direct with this office.

ROYALTIES
PATENTS ETC: It is understood that your company assumes all liability for royalty charges or claims account of patent interference in connection with the above mentioned material.

ROUTING OF
SHIPMENTS: Apply to Mr. H. M. Adams, Vice-President in Charge of Traffic, Omaha, Nebr., advising from what point or points material will leave.

Your early acknowledgement will be appreciated, advising your undertaking and acceptance of this order.

Yours very truly,

(sd) G. W. Dickman

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
LOS ANGELES & SALT LAKE RAILROAD COMPANY

THE ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

E. E. ADAMS,
ASSISTANT TO THE PRESIDENT

G. W. BICHLMEIR,
GENERAL PURCHASING AGENT

V. K. HALL,
GENERAL SUPERVISOR OF STORES

JOHN L. MOHUN,
MECHANICAL ASSISTANT

OFFICE OF ASSISTANT TO THE PRESIDENT
PURCHASES—ENGINEERING—STANDARDS

REFER TO FILE
No.

5624-16-1

1416 DODGE STREET
OMAHA, NEBRASKA

September 27th, 1922.

Chicago Railway Equipment Co.,
McCormick Building
Chicago, Illinois.

We have placed with the Mt. Vernon Car Manufacturing Company our order for a total of Fifty-two Eight Wheel Caboose cars, light weight about 36,500 lbs. - Class Ca-1, per Specifications 59 B dated January 6th 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

Please consider this our formal order to cover the following material for shipment to the builder who expects to immediately assemble necessary materials and we ask that you fully co-operate making shipments promptly so as to enable them to commence work as planned and maintain their Shop Schedule. If any points are not clear please advise at once.

MATERIAL: - Sufficient material to constitute 52 complete car sets of BRASS BEAMS for application to Caboose Cars, light weight about 36,500 lbs., Class Ca-1, per Specifications 59-B, dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

DRAWINGS, SCHEDULES, SPECIFICATIONS: With our request for bids on this equipment we transmitted to you the following drawings, etc:

Drawing C 1801 last revised July 5, 1921

Schedule 2 last revised November 2, 1921

Specifications CS 57 last revised Jan 20, 1921

CS 18 do Feb 28, 1921

CS 58 do Apr 28, 1921

The material furnished on this order should be manufactured strictly in accordance with above drawings, schedules and specifications unless otherwise advised.

PRICE AND F.O.B. POINT: **\$21.00 per car set**
Mount Vernon, Illinois.

SHIPPING INSTRUCTIONS: Ship all material applying on this order to
Mt. Vernon Car Mfg. Co.,
Mount Vernon,
Illinois

Mark all packages U.P. Order 5624-5 and send copies of all shipping documents to address shown above. Regardless of F.O.B. point all freight charges should be fully prepaid to destination and if not assessable to you, should be further handled as shown under paragraph marked "Invoices"

INVOICES: To be rendered in duplicate with bill of lading and shipping receipt, together with one copy of inspection certificate attached (Where material has been inspected by Railroad's Authorized Inspector)

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All invoices to show order reference and other necessary information and to be mailed to Mr. E. E. Adams, Assistant to the President, Union Pacific System, 1416 Dodge Street, Omaha, Nebraska, who will make necessary arrangements for payment.

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- 10 Car Sets of material to be invoiced versus Oregon Short Line Railroad Company.
- 5 Car Sets of material to be invoiced versus Oregon-Washington Railroad & Navigation Co.
- 5 Car Sets of material to be invoiced versus Los Angeles & Salt Lake Railroad Company.
- 2 Car Sets of material to be invoiced versus Utah Railway.

TERMS OF PAYMENT: **Thirty days net.**

INSPECTION: It is understood that we reserve the right to have this material inspected by our representatives, R. W. Hunt & Company, under direction of this office. All matters pertaining to inspection, request for changes or deviations from drawings, etc should be taken up direct with this office.

ROYALTIES
PATENTS ETC: It is understood that your company assumes all liability for royalty charges or claims account of patent interference in connection with the above mentioned material.

ROUTING OF
SHIPMENTS: Apply to Mr. H. M. Adams, Vice-President in Charge of Traffic, Omaha, Nebr., advising from what point or points material will leave.

Your early acknowledgement will be appreciated, advising your understanding and acceptance of this order.

Yours very truly,

Signed) G. W. Bickman

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
LOS ANGELES & SALT LAKE RAILROAD COMPANY

THE ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

E. E. ADAMS,
ASSISTANT TO THE PRESIDENT

G. W. BICHLMEIR,
GENERAL PURCHASING AGENT

V. K. HALL,
GENERAL SUPERVISOR OF STORES

JOHN L. MOHUN,
MECHANICAL ASSISTANT

OFFICE OF ASSISTANT TO THE PRESIDENT
PURCHASES—ENGINEERING—STANDARDS

REFER TO FILE
No.

5624-28-1

1416 DODGE STREET
OMAHA, NEBRASKA

September 27th, 1922

Magnus Company, Inc.,
303 Railway Exchange Building,
Chicago, Illinois.

We have placed with the Mt. Vernon Car Manufacturing Company our order for a total of Fifty-two Eight Wheel Caboose cars, light weight about 36,500 lbs. - Class Ca-1, per Specifications 59 B dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

Please consider this our formal order to cover the following material for shipment to the builder who expects to immediately assemble necessary materials and we ask that you fully co-operate making shipments promptly so as to enable them to commence work as planned and maintain their Shop Schedule. If any points are not clear please advise at once.

MATERIAL: - Sufficient material to constitute 52 complete car sets of ~~journal bearings~~ for application to Caboose cars, light weight about 36,500 lbs., Class Ca-1, per Specifications 59-B, dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

DRAWINGS,
SCHEDULES,
SPECIFICATIONS: With our request for bids on this equipment we transmitted to you the following drawings, etc:

Drawing ~~C 47 last revised December 12, 1921~~

Schedule ~~1 1/2 last revised Dec 12, 1921~~

Specifications ~~CS 63 last revised July 21, 1921~~

The material furnished on this order should be manufactured strictly in accordance with above drawings, schedules and specifications unless otherwise advised.

PRICE AND
F.O.B. POINT:

\$16.90 per car set
Mount Vernon, Illinois.

SHIPPING
INSTRUCTIONS:

Ship all material applying on this order to

Mt. Vernon Car Mfg. Co.,
Mount Vernon,
Illinois

Mark all packages U.P. Order 5624-5 and send copies of all shipping documents to address shown above. Regardless of F.O.B. point all freight charges should be fully prepaid to destination and if not assessable to you, should be further handled as shown under paragraph marked "Invoices"

INVOICES:

To be rendered in duplicate with bill of lading and shipping receipt, together with one copy of inspection certificate attached (Where material has been inspected by Railroad's Authorized Inspector)

Where quotation is not f.o.b. Car Builder's plant invoice should show freight prepaid as a separate item, supported by prepaid freight receipt.

All invoices to show order reference and other necessary information and to be mailed to Mr. E. E. Adams, Assistant to the President, Union Pacific System, 1416 Dodge Street, Omaha, Nebraska, who will make necessary arrangements for payment.

- 30 Car Sets of material to be invoiced versus Union Pacific Railroad Company.
- 10 Car Sets of material to be invoiced versus Oregon Short Line Railroad Company.
- 5 Car Sets of material to be invoiced versus Oregon-Washington Railroad & Navigation Co.
- 5 Car Sets of material to be invoiced versus Los Angeles & Salt Lake Railroad Company.
- 2 Car Sets of material to be invoiced versus Utah Railway.

TERMS OF
PAYMENT:

Thirty days net.

INSPECTION:

It is understood that we reserve the right to have this material inspected by our representatives, R. W. Hunt & Company, under direction of this office. All matters pertaining to inspection, request for changes or deviations from drawings, etc should be taken up direct with this office.

ROYALTIES
PATENTS ETC:

It is understood that your company assumes all liability for royalty charges or claims account of patent interference in connection with the above mentioned material.

ROUTING OF
SHIPMENTS:

Apply to Mr. H. M. Adams, Vice-President in Charge of Traffic, Omaha, Nebr., advising from what point or points material will leave.

Your early acknowledgement will be appreciated, advising your understanding and acceptance of this order.

Yours very truly,

 G. W. Bichlmeier

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
LOS ANGELES & SALT LAKE RAILROAD COMPANY

THE ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

E. E. ADAMS,
ASSISTANT TO THE PRESIDENT

G. W. BICHLMEIR,
GENERAL PURCHASING AGENT

U. K. HALL,
GENERAL SUPERVISOR OF STORES

JOHN L. MOHUN,
MECHANICAL ASSISTANT

OFFICE OF ASSISTANT TO THE PRESIDENT
PURCHASES—ENGINEERING—STANDARDS

REFER TO FILE
No.

5624-13-1

1416 DODGE STREET
OMAHA, NEBRASKA

September 27th, 1922.

The New York Airbrake Company,
165 Broadway, New York.

Gentlemen:

We have placed with the Mt. Vernon Car Manufacturing Company our order for a total of Fifty-two Eight Wheel Caboose cars, light weight about 36,500 lbs. - Class Ca-1, per Specifications 59 B dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

Please consider this our formal order to cover the following material for shipment to the builder who expects to immediately assemble necessary materials and we ask that you fully co-operate making shipments promptly so as to enable them to commenced work as planned and maintain their Shop Schedule. If any points are not clear please advise at once.

MATERIAL:

- Sufficient material to constitute 52 complete car sets of ~~air brake material~~ for application to Caboose cars, light weight, about 36,500 lbs., Class Ca-1, per Specifications 59-B, dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

DRAWINGS,
SCHEDULES,
SPECIFICATIONS:

With our request for bids on this equipment we transmitted to you the following drawings, etc:

Drawing

~~none~~

Schedule

~~I-1 last revised March 17th, 1922~~

~~Copy attached~~

Specifications

~~none~~

The material furnished on this order should be manufactured strictly in accordance with above drawings, schedules and specifications unless otherwise advised.

PRICE AND
F.O.B. POINT:

**\$75.22 per car set, fob
Watertown, New York, with freight equalized
with Wilmerding, Pennsylvania.**

SHIPPING
INSTRUCTIONS:

Ship all material applying on this order to

Mt. Vernon Car Mfg. Co.,
Mount Vernon,
Illinois

Mark all packages U.P. Order 5624-5 and send copies of all shipping documents to address shown above. Regardless of F.O.B. point all freight charges should be fully prepaid to destination and if not assessable to you, should be further handled as shown under paragraph marked "Invoices"

INVOICES:

To be rendered in duplicate with bill of lading and shipping receipt, together with one copy of inspection certificate attached (Where material has been inspected by Railroad's Authorized Inspector)

Where quotation is not f.o.b. Car Builder's plant invoice should show freight prepaid as a separate item, supported by prepaid freight receipt.

All invoices to show order reference and other necessary information and to be mailed to Mr. E. E. Adams, Assistant to the President, Union Pacific System, 1416 Dodge Street, Omaha, Nebraska, who will make necessary arrangements for payment.

- 30 Car Sets of material to be invoiced versus Union Pacific Railroad Company.
- 10 Car Sets of material to be invoiced versus Oregon Short Line Railroad Company.
- 5 Car Sets of material to be invoiced versus Oregon-Washington Railroad & Navigation Co.
- 5 Car Sets of material to be invoiced versus Los Angeles & Salt Lake Railroad Company.
- 2 Car Sets of material to be invoiced versus Utah Railway.

TERMS OF
PAYMENT:

Thirty days net.

INSPECTION: It is understood that we reserve the right to have this material inspected by our representatives, R. W. Hunt & Company, under direction of this office. All matters pertaining to inspection, request for changes or deviations from drawings, etc should be taken up direct with this office.

ROYALTIES
PATENTS ETC: It is understood that your company assumes all liability for royalty charges or claims account of patent interference in connection with the above mentioned material.

ROUTING OF
SHIPMENTS: Apply to Mr. H. M. Adams, Vice-President in Charge of Traffic, Omaha, Nebr., advising from what point or points material will leave.

Your early acknowledgement will be appreciated, advising your understanding and acceptance of this order.

Yours very truly,

(Signed) G. W. Bickmeir

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
LOS ANGELES & SALT LAKE RAILROAD COMPANY

THE ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

E. E. ADAMS,
ASSISTANT TO THE PRESIDENT

G. W. BICHLMEIR,
GENERAL PURCHASING AGENT

U. K. HALL,
GENERAL SUPERVISOR OF STORES

JOHN L. MOHUN,
MECHANICAL ASSISTANT

OFFICE OF ASSISTANT TO THE PRESIDENT
PURCHASES—ENGINEERING—STANDARDS

REFER TO FILE
No.

5624-32-1

1416 DODGE STREET
OMAHA, NEBRASKA

September 27th, 1922.

Burns & Supply Co.,
Peoples Gas Building,
Chicago, Illinois.

We have placed with the Mt. Vernon Car Manufacturing Company our order for a total of Fifty-two Eight Wheel Caboose cars, light weight about 36,500 lbs. - Class Ca-1, per Specifications 59 B dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

Please consider this our formal order to cover the following material for shipment to the builder who expects to immediately assemble necessary materials and we ask that you fully co-operate making shipments promptly so as to enable them to commence work as planned and maintain their Shop Schedule. If any points are not clear please advise at once.

MATERIAL: - Sufficient material to constitute 52 complete car sets of ~~side bearings~~ for application to Caboose Cars, light weight about 36,500 lbs., Class Ca-1, per Specifications 59-B, dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

DRAWINGS,
SCHEDULES,
SPECIFICATIONS: With our request for bids on this equipment we transmitted to you the following drawings, etc:

C-2884 last revised 4-26-20

Drawing

Schedule

9 last revised 5-1-20

Specifications

CS-18 last revised 3-26-21

CS-14 do do 9-1-21

The material furnished on this order should be manufactured strictly in accordance with above drawings, schedules and specifications unless otherwise advised.

PRICE AND
F.O.B. POINT:

~~\$8.45~~ per car set
f.o.b. Mount Vernon, Illinois.

SHIPPING
INSTRUCTIONS:

Ship all material applying on this order to

Mt. Vernon Car Mfg. Co.,
Mount Vernon,
Illinois

Mark all packages U.P. Order 5624-5 and send copies of all shipping documents to address shown above. Regardless of F.O.B. point all freight charges should be fully prepaid to destination and if not assessable to you, should be further handled as shown under paragraph marked "Invoices"

INVOICES:

To be rendered in duplicate with bill of lading and shipping receipt, together with one copy of inspection certificate attached (Where material has been inspected by Railroad's Authorized Inspector)

Where quotation is not f.o.b. Car Builder's plant invoice should show freight prepaid as a separate item, supported by prepaid freight receipt.

All invoices to show order reference and other necessary information and to be mailed to Mr. E. E. Adams, Assistant to the President, Union Pacific System, 1416 Dodge Street, Omaha, Nebraska, who will make necessary arrangements for payment.

- 30 Car Sets of material to be invoiced versus Union Pacific Railroad Company.
- 10 Car Sets of material to be invoiced versus Oregon Short Line Railroad Company.
- 5 Car Sets of material to be invoiced versus Oregon-Washington Railroad & Navigation Co.
- 5 Car Sets of material to be invoiced versus Los Angeles & Salt Lake Railroad Company.
- 2 Car Sets of material to be invoiced versus Utah Railway.

TERMS OF
PAYMENT:

Thirty days net.

INSPECTION: It is understood that we reserve the right to have this material inspected by our representatives, R. W. Hunt & Company, under direction of this office. All matters pertaining to inspection, request for changes or deviations from drawings, etc should be taken up direct with this office.

ROYALTIES
PATENTS ETC: It is understood that your company assumes all liability for royalty charges or claims account of patent interference in connection with the above mentioned material.

ROUTING OF
SHIPMENTS: Apply to Mr. H. M. Adams, Vice-President in Charge of Traffic, Omaha, Nebr., advising from what point or points material will leave.

Your early acknowledgement will be appreciated, advising your understanding and acceptance of this order.

Yours very truly,

(Signed) G. W. Bicklmeir

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
LOS ANGELES & SALT LAKE RAILROAD COMPANY

THE ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

E. E. ADAMS,
ASSISTANT TO THE PRESIDENT

G. W. BICHLMEIR,
GENERAL PURCHASING AGENT

V. K. HALL,
GENERAL SUPERVISOR OF STORES

JOHN L. MOHUN,
MECHANICAL ASSISTANT

OFFICE OF ASSISTANT TO THE PRESIDENT
PURCHASES--ENGINEERING--STANDARDS

REFER TO FILE
No.

5624-22-1

1416 DODGE STREET
OMAHA, NEBRASKA

September 27th, 1922.

Union Metal Products Co.,
20 West Jackson Boulevard,
Chicago, Illinois.

We have placed with the Mt. Vernon Car Manufacturing Company our order for a total of Fifty-two Eight Wheel Caboose cars, light weight about 36,500 lbs. - Class Ca-1, per Specifications 59-B dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

Please consider this our formal order to cover the following material for shipment to the builder who expects to immediately assemble necessary materials and we ask that you fully co-operate making shipments promptly so as to enable them to commence work as planned and maintain their Shop Schedule. If any points are not clear please advise at once.

MATERIAL: - Sufficient material to constitute 52 complete car sets of coupler release rigging for application to Caboose Cars, light weight about 36,500 lbs., Class Ca-1, per Specifications 59-B, dated January 6th, 1922 for an Eight Wheel Caboose Car with Bettendorf Underframe and Friction Draft Gear.

DRAWINGS,
SCHEDULES,
SPECIFICATIONS:

With our request for bids on this equipment we transmitted to you the following drawings, etc:

Drawing 3 3005 last revised 4-10-22 negative attd

Schedule 3 1/4 last revised 3-23-22 attached

Specifications 3 57 last revised 1-10-21
3 18 30 3-28-21

The material furnished on this order should be manufactured strictly in accordance with above drawings, schedules and specifications unless otherwise advised.

PRICE AND
F.O.B. POINT:

~~\$7.75~~ per car set
f.o.b. Mt. Vernon, Illinois.

SHIPPING
INSTRUCTIONS:

Ship all material applying on this order to

Mt. Vernon Car Mfg. Co.,
Mount Vernon,
Illinois

Mark all packages U.P. Order 5624-5 and send copies of all shipping documents to address shown above. Regardless of F.O.B. point all freight charges should be fully prepaid to destination and if not assessable to you, should be further handled as shown under paragraph marked "Invoices"

INVOICES:

To be rendered in duplicate with bill of lading and shipping receipt, together with one copy of inspection certificate attached (Where material has been inspected by Railroad's Authorized Inspector)

Where quotation is not f.o.b. Car Builder's plant invoice should show freight prepaid as a separate item, supported by prepaid freight receipt.

All invoices to show order reference and other necessary information and to be mailed to Mr. E. E. Adams, Assistant to the President, Union Pacific System, 1416 Dodge Street, Omaha, Nebraska, who will make necessary arrangements for payment.

- 30 Car Sets of material to be invoiced versus Union Pacific Railroad Company.
- 10 Car Sets of material to be invoiced versus Oregon Short Line Railroad Company.
- 5 Car Sets of material to be invoiced versus Oregon-Washington Railroad & Navigation Co.
- 5 Car Sets of material to be invoiced versus Los Angeles & Salt Lake Railroad Company.
- 2 Car Sets of material to be invoiced versus Utah Railway.

TERMS OF
PAYMENT:

Thirty days net.

INSPECTION:

It is understood that we reserve the right to have this material inspected by our representatives, R. W. Hunt & Company, under direction of this office. All matters pertaining to inspection, request for changes or deviations from drawings, etc should be taken up direct with this office.

ROYALTIES
PATENTS ETC:

It is understood that your company assumes all liability for royalty charges or claims account of patent interference in connection with the above mentioned material.

ROUTING OF
SHIPMENTS:

Apply to Mr. H. M. Adams, Vice-President in Charge of Traffic, Omaha, Nebr., advising from what point or points material will leave.

Your early acknowledgement will be appreciated, advising your understanding and acceptance of this order.

Yours very truly,

(Signed) S. W. Brainerd

October 4, 1922

Mr. E. W. Calvin, Vice-President,
Union Pacific System,
Omaha, Nebraska.

Dear Sir:

I wish to acknowledge receipt of and thank you for your letter of September 30th, file 410-043, giving estimated cost of the two cabooses that are being built on your recent order, for this company's account.

Yours very truly,
(Signed) C. S. Anderson

Vice-Pres. & General Manager.

A-L

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
LOS ANGELES & SALT LAKE RAILROAD COMPANY

THE ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

OPERATING DEPARTMENT

E. E. CALVIN,
VICE-PRESIDENT

1416 DODGE STREET
OMAHA, NEBRASKA

September 30, 1922.

410-043

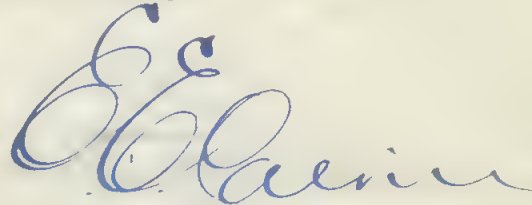
Mr. G. S. Anderson, V. Pres. & Gen. Mgr.,
Utah Railway Company.
Salt Lake City.

Dear Sir:

Purchase of two cabooses for Utah Railway
accomplished and will involve estimated expenditures
as follows:

Builders Cost	\$ 1,830.00
Specialties	894.47
Freight to Provo	144.86
Inspection and Contingencies	<u>63.67</u>
Total	\$ 2,933.00 each.

Yours truly,



Acknowledged

UNITED STATES STORES CO.
1011 NEWHOUSE BUILDING
SALT LAKE CITY, UTAH

For.....Mr. Anderson.....

September 27, 1922.

Mount Vernon Car Manufacturing Company,
Mount Vernon, Ill.

Gentlemen:


We wish to acknowledge receipt of and thank you most kindly for your telegraphic quotation of September 21st on two Steel Underframes Caboose Cars, same as quoted in your letter of July 24th last.

It has been decided to defer any further negotiations for these cars for the time being.

We thank you most kindly for your quotation and remain

Yours very truly,

UTAH RAILWAY COMPANY


Purch. Agent.

ALB/ES

CC- Mr. Anderson

September 26, 1922

Mr. Geo. W. Heintz, President,
Utah Railway Company,
P. O. Box 385,
Boston, Massachusetts.

Dear Sir:

I wish you would give me authority to purchase two cabooses, at an estimated cost of \$3,000 each. One is required to replace caboose 52, which was destroyed last week in an accident, and the other will be required for use with new engine, No. 108, when the latter is received from the manufacturers.

The Union Pacific is purchasing 50 cabooses, at an estimated cost of \$3,000 each, and I have authorized Mr. Calvin, subject to your approval, to include two cabooses for our company.

Yours very truly,

(Signed) G. S. Anderson

Vice-Pres. & General Manager.

A-L

TELEGRAM

Time Filed. _____ M

SYMBOL

X

CLASS OF SERVICE REQUIRED

Px

Preferred

Immediate delivery

Dx

Day

Delivery during day

Nx

Night

Delivery by next morning

Indicate by X in proper line the class of service required.

Do not specify preferred service if other service will answer the purpose.

408UHICZ OMAHA 430P SEPT 22-22

G S ANDERSON,

SALT LAKE.

YOUR WIRE 21ST, WE EXPECT TO PURCHASE SOME COBOOSES AT ONCE AND
 WILL GLADLY ARRANGE FOR TWO OR THREE FOR YOU AT A COST OF APPROXIMATELY
 \$3,000.00 DELIVERED MISSOURI RIVER PLEASE ADVISE HOW MANY YOU
 DESIRE. CD 32. E E CALVIN.

345P

FORM U. R. 36 10M 9-26-22

TIME FILED

TELEGRAM

Utah Railway Company

Salt Lake City, Utah, September 23, 1922.

E. E. Calvin,
 Omaha,

Your wire yesterday. Please purchase two cabooses for Utah Railway
 to be numbered fifty seven and fifty eight.

G. S. ANDERSON.

TELE FILED

TELEGRAM

Utah Railway Company

Salt Lake City, Utah, September 21, 1922.

E. E. Calvin,
Omaha.

C-710. Yes, you may proceed with purchase of one two-ten-two type locomotive at price mentioned. Understand from Mr. W. E. Adams that you are considering purchase of additional cabooses. If you expect to purchase cabooses at an early date, would like to have you include two or three for us. Otherwise will be necessary for us to purchase them direct even though price be somewhat higher.

G. S. ANDERSON.

Form 2191

C. S. U

TELEGRAM

SYMBOL	X	CLASS OF SERVICE REQUIRED		Indicate by X in proper line the class of service required. Do not specify preferred service if other service will answer the purpose.
Px		Preferred	Immediate delivery	
Dx		Day	Delivery during day	
Nx		Night	Delivery by next morning	

Time Filed. -----M

262-3UHIV.

OMAHA NEBR 229P SEP 20 1922.

G.S.ANDERSON,

UTAH RY SALT LAKE.

WIRE DATE. WE RECENTLY ISSUED INQUIRY FOR PRICES ON CABOOSSED AND REPLES RECEIVED INDICATE PRESENT DAY COST APPROXIMATELY THREE THOUSAND DOLLARS EACH DELIVERED MISSOURI RIVER THERE IS POSSIBILITY WILL PURCHASE ALTHOUGH NOT YET DEFINITELY DECIDED WILL WIRE YOU BEFORE WE ACTUALLY PURCHASE IF APPROVAL IS GIVEN FOR SAME
B--159.

E E ADAMS,.

210P

TIME FILED

TELEGRAM

Utah Railway Company

Salt Lake City, Utah, September 19, 1922.

E. E. Adams, Asst. to President,
Union Pacific System,
Omaha, Nebraska.

Please refer to your letter June 29th file 602-16, regarding possibility of purchasing cabooses and advise if there has been any definite decision made as we are in the market for two cabooses.

G. S. ANDERSON.

July 18, 1922

Mr. Geo. W. Heintz, President,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

In view of the improved demand for coal, I suggest that the 1920 authority, which has been held in abeyance, for the purchase of two locomotives, be reinstated at this time and the purchase made as early as practicable, so that we may obtain these two locomotives before the advent of winter or adverse weather conditions. The total cost of two locomotives of the desired types would approximate \$140,000, which is about \$30,000 less than the 1920 quotations, and builders promise 90 days' delivery from receipt of orders.

Also I should like authority to purchase two additional cabooses, estimated cost \$3750 each, or a total of \$7,500.

My idea is that we should purchase power conforming to the common standards of the Union Pacific System so that we could, should necessity arise, dispose of surplus power to that company.

Yours very truly,

Vice-Pres. & General Manager.

A-L

July 12, 1922

Mr. W. W. Adams, Assistant to the President,
Union Pacific System,
Omaha, Nebraska.

Dear Sir:

Wish to acknowledge receipt of your letter of
5th instant, file 602-16, and thank you for the blue print
of your drawing C-2513, covering the general plan of your
Standard caboose.

Yours very truly,

(Signed) G. S. Anderson

Vice-Pres. & General Manager.

A-L

July 11, 1922

Purchasing Department,
Utah Railway Company,
Salt Lake City, Utah.

Gentlemen:

Please telegraph the Mount Vernon Car Manufacturing Company, Mount Vernon, Illinois, for price quotation and delivery date on two caboose cars, to be duplicates of Utah Railway cabooses Nos. 54 and 55, built by the same company on order placed by the Union Pacific System dated January 17, 1917. In this connection, you made inquiry during January, 1920, for one caboose of this description, from which you can probably obtain complete reference.

Yours very truly,

(Signed) G. S. Anderson

Vice-Pres. & General Manager.

A-L

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
LOS ANGELES & SALT LAKE RAILROAD COMPANY

THE ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

E. E. ADAMS,
ASSISTANT TO THE PRESIDENT

G. W. BICHLMEIR,
GENERAL PURCHASING AGENT

U. K. HALL,
GENERAL SUPERVISOR OF STOKES

JOHN L. MOHUN,
MECHANICAL ASSISTANT

OFFICE OF ASSISTANT TO THE PRESIDENT
PURCHASES—ENGINEERING—STANDARDS

REFER TO FILE
No. 602-16

1416 DODGE STREET
OMAHA, NEBRASKA

July 5, 1922

Utah Railway Company,

Salt Lake City, Utah.

Gentlemen:

As per your request of July 3rd, we hand you herewith
print from our Drawing C-2313 covering the general plan of our
C.S. caboose car.

Yours very truly,



Encl

July 3, 1922.

Mr. E. W. Adams, Assistant to the President,
Union Pacific System,
Omaha, Nebraska.

Dear Sir:

Wish to thank you for your letter of June 20th, file
602-16, which was in reply to my inquiry of the 24th, regarding
the possibility of your company purchasing new cabooses.

If available, will appreciate a copy of the general
drawing covering your standard caboose.

Yours very truly,

(Signed) C. S. Anderson

Vice-Pres. & General Manager.

A-L

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
OREGON SHORT LINE RAILROAD COMPANY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
LOS ANGELES & SALT LAKE RAILROAD COMPANY

THE ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

E. E. ADAMS,
ASSISTANT TO THE PRESIDENT

G. W. BICHLMEIR,
GENERAL PURCHASING AGENT

U. K. HALL,
GENERAL SUPERVISOR OF STORES

JOHN L. MOHUN,
MECHANICAL ASSISTANT

OFFICE OF ASSISTANT TO THE PRESIDENT
PURCHASES—ENGINEERING—STANDARDS

JUL - 3 1922

REFER TO FILE
No.

602-16

1416 DODGE STREET
OMAHA, NEBRASKA

June 29th, 1922.

Mr. G. S. Anderson, V. P. & G. M.,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

Acknowledging receipt of yours of the 24th,
with reference to the possibility of our line purchas-
ing additional cabooses within the near future;-

While we did intend to go into the market
some four or five months ago, we decided to postpone
the purchase, and there is nothing definite at this
time as to our intention to make such a purchase.

However, should we go into the market shortly,
will be very glad to let you hear from us.

Yours very truly,

E. E. Adams

June 24, 1922

Mr. E. E. Adams, Assistant to the President,
Union Pacific System,
Omaha, Nebraska.

Dear Sir:

Will you kindly advise if your company contemplates
the purchase of additional cabooses within the near future?
If so, we may want to ask you to include one or two for the
Utah Railway.

Yours very truly,

(Signed) G. E. Anderson
Vice-Pres. & General Manager.

A-L

R. K. WEBER, VICE-PRESIDENT
H. H. CUST, ASST. TO PRES.

W. C. ARTHURS, PRESIDENT

D. P. SETTLEMIRE, SECY. & TREAS.
CHARLES ELLIOTT, SUPERINTENDENT

QUOTATION MT. VERNON CAR MFG. CO.

MANUFACTURERS OF

FREIGHT CARS OF EVERY DESCRIPTION,
CAR WHEELS, CASTINGS AND FORGINGS.

MT. VERNON, ILL., June 24, 1922

NEW CABOOSE CARS

A. K. Bell, Pur. Agent
Utah RR Co.
1011 Newhouse Bldg.
Salt Lake City, Utah

Dear Sir:-

In accordance with your inquiry of June 19th, we will build for you one (1) caboose car, the same as constructed for United States Stores Company under their order H-5556 built in 1920, for the sum of three thousand six hundred dollars (\$3600.00), f.o.b. our works, Mt. Vernon, Ill.

We are inclosing herewith in duplicate general arrangement, drawing 493E2200, and also a photograph of car #56 which was built and lettered Utah Railway Company.

If favored with your order we could construct this car and turn it out just as soon as we could get the special material which would probably require sixty to ninety days.

Yours truly,

(Encl)

THE ABOVE QUOTATION IS MADE UNDER THE FOLLOWING TERMS AND CONDITIONS:

TERMS NET 30 DAYS, UNLESS OTHERWISE SPECIFIED. WE NOT TO BE HELD RESPONSIBLE FOR DELAYS ACCOUNT OF STRIKES, FIRES, LOCK-OUTS, DELAY OF CARRIERS OR OTHER CAUSES BEYOND OUR CONTROL FOR IMMEDIATE ACCEPTANCE.

MATERIAL SUBJECT TO YOUR INSPECTION AT OUR WORKS BEFORE SHIPMENT. IF MATERIAL IS SHIPPED WITHOUT YOUR INSPECTION AND ANY OF IT PROVES DEFECTIVE, EITHER ACCOUNT OF WORKMANSHIP OR MATERIAL, NO ALLOWANCES WILL BE MADE FOR ADJUSTMENT OR REWORKING UNLESS FULLY AUTHORIZED BY THIS COMPANY, AND UNDER NO CIRCUMSTANCES WILL ANY ALLOWANCE BE MADE FOR ANY HANDLING OF MATERIAL TO BE RETURNED.

WHERE QUOTATION IS MADE YOUR LINE OR FINAL DESTINATION, IT MEANS THAT THE PRESENT FREIGHT RATE IS ALLOWED AND OUR RESPONSIBILITY CEASES WHEN BILL OF LADING IS ISSUED BY THE INITIAL CARRIER, AND ANY INCREASE IN FREIGHT RATE IS FOR ACCOUNT OF PURCHASER.

YOURS TRULY

MT. VERNON CAR MFG. COMPANY.

By R. K. Weber Vice-President

